The China Mail.

ESTABLISHED 1845.

No. 11,580. 號一廿月四年百九千一英 HONGKONG, SATURDAY, APRIL 21, 1900. 日二廿月三年子庚 PRICE, $2.50 Per Month.

Business Notices.

W. S. BAILEY & CO.,

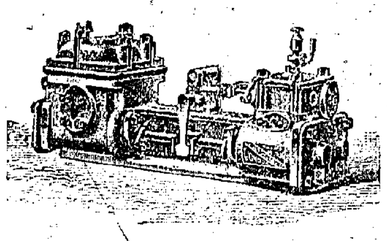
17, *PRAYA CENTRAL.*

Engineers and General Merchants

SOLE AGENTS FOR CARTER'S DISINTEGRATORS FOR

GRINDING BARK, BEAN CAKE, SANDALWOOD, CORN, Etc., Etc., Etc.

AMERICAN DRILLING MACHINES FOR HAND OR POWER.
DUPLEX AND DIRECT ACTING PUMPS FOR EVERY SERVICE
SHIP'S TELEGRAPHS, SPECIAL SIZES FOR LAUNCHES.
CHAMPION FORGES. LUBRICATORS.
INJECTORS. EJECTORS.
ENGINE OILS & SOLIDIFIED LUBRICANT.
ENGINE AND BOILER MOUNTINGS.
ASBESTOS AND PUMP PACKINGS.
GENERAL STORES OF EVERY DESCRIPTION.



THE

Peak Hotel.

CITY OFFICE,
7, DUDDELL STREET.

HOTEL CRAIGIEBURN

CENTRALLY Situated at PLUNKET'S GAP, THE PEAK. 1,500 feet above Sea Level and 500 yards from Tram terminus. For Terms, &c.,
Apply to the MANAGER.
Telephone No. 56. 741

THE HONGKONG HOTEL CO., LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Hongkong Hotel Company, Limited, will be held at the Company's Hotel on TUESDAY, the 24th April, 1900, at 12 o'clock (Noon), when the subjoined resolution which was passed at the Extraordinary General Meeting of the Company held on the 27th day of March, 1900, will be submitted for confirmation as a special Resolution.

'That the New Regulations already approved by this meeting, and for the purpose of identification subscribed by the Chairman thereof, be and the same are, hereby approved, and that such Regulations be, and the same are, hereby adopted as the Regulations of the Company to the exclusion of all the existing Regulations thereof.'

A copy of the proposed New Regulations may be seen at the Company's Office, and can be obtained by application to the Undersigned.

Dated Hongkong, the 2nd day of April, 1900.

By Order of the Board,
C. MOONEY,
Secretary.

Hongkong, April 2, 1900. 756

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a MEETING of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty-Seventh day of March, 1900, the following resolutions were passed:—

1. That in pursuance of the provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th, and confirmed on the 27th March instant, and since duly registered, the sum of $1,250,000 be withdrawn from the Reserve Fund and be carried as of the 2nd July next, to the Credit of Capital Account, each share being credited with a sum of $25 as paid up thereon in addition to the sum of $50 now standing to the credit of each share.
2. That the balance of $25 per share of the Unpaid Capital of the Company be called up, and that a Call is and is hereby made of $25 per share upon all the shares of the Company, and that the Shareholders be requested to pay the the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their premises, Queen's Road Central, on or before the 2nd day of July A.D. 1900.

Shareholders are hereby requested to pay accordingly.

And Notice is also given that, in accordance with Article 31 of the Company's Articles of Association, interest will be charged on from the said 2nd day of July 1900, at the rate of $12 per centum per annum, upon all Calls remaining unpaid after the 9th day of July 1900, up to the actual date of payment of the same.

By Order of the Board,
A. SHELTON HOOPER,
Secretary.

Hongkong, March 27, 1900. 702

Robinson Piano Co., Ltd.

GRANDS OF HIGHEST CLASS,
BECHSTEIN, PLEYEL,
COLLARD, RACHALS.
HIRE AND TIME *PAYMENT ACCEPTED.*
MAGNIFICENT LOT NEW HAAKE PIANOS,
16 JUST ARRIVED.

THE LARGEST MANUFACTORY OF HIGH-CLASS EGYPTIAN CIGARETTES in the British Colonies.

LIVIERATO & CO.,

ADEN, Arabia.

Their Cigarettes are guaranteed fresh, pure and fragrant.

The best and cheapest Egyptian Cigarettes in the world.

Any order can be forwarded by parcel post to every part of the world.

Numerous testimonials for their sweet-smoke Cigarettes.

BEWARE OF IMITATION!

879 LIVIERATO & Co.

NOTICE.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED, will be under the management of Messrs. BRADLEY & Co., on and after 1st May.

Hongkong, April 19, 1900. 907

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

SHARES in this Company on which a CALL of $1 was made PAYABLE on the 3rd day of March, 1900, and which said Call has not yet been paid, are liable to be forfeited in accordance with the Articles of Association of the Company.

Interest at the rate of 10 per cent. p.a. will be charged on all Overdue Calls.

W. H. GASKELL,
Secretary.

Hongkong, April 18, 1900. 890

THE CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

NOTICE is hereby given that the SECOND INSTALMENT of $5 per SHARE in respect of the 50,000 NEW SHARES has been Called up, and Holders of such Shares who have not already Paid this Instalment are requested to Pay the amount of such Call to the Undersigned at the Office of the Company No. 9, Praya Central on or before the 30th April, 1900.

Dated 27th March, 1900.

SHEWAN, TOMES & Co.,
General Managers.

706

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that SCRIP NUMBER 240 for 15 SHARES of the Company, Numbered 28304/28918, in the name of PAUL JORDAN, Esquire, of Hongkong, has been LOST, a New Scrip for the same will be issued after One month from the date hereof, and the Original Scrip will be considered by the Company as null and void, and all Persons are hereby warned against accepting or negotiating same.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, March 20, 1900. 717

'KIRIN.'

A Delicate Lager.

THE CELEBRATED BEER OF JAPAN.

QUARTS, $2.90 per dozen.
PINTS, $1.75 do.

W. HUTTON POTTS,
22 *Sole Agent for Hongkong.*

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that SCRIP NUMBER 362 for Ten SHARES of this Company, Numbered 7165 to 7174, and dated the 20th May, 1893, in the name of FUNG WA CHUN, of Hongkong, having been LOST, a New Scrip for the same will be issued after One Month from the date hereof, and the Original Scrip will be Considered by the Company as Null and Void, and all Persons are hereby warned against Accepting or negotiating the same.

By Order,
C. MOONEY,
Secretary.

Hongkong, March 30, 1900. 762

FOR SALE.

RACING YACHT 'DOREEN,' 24 R. Foster, Built October, 1899. Owners leaving Colony before next racing season. Particulars as to rating, &c., apply to Capt. W. LORING, R.A.

Hongkong, April 19, 1900. 906

Business Notices.

FOR THE SUMMER

SOFT FRONTED COLORED SHIRTS, very THIN and COOL.

Hosiery and Underwear,
Washing Ties,
White Buckskin Boots,
White Canvas Shoes.

714 LANE, CRAWFORD & CO.

THE PHARMACY,

10 Queen's Road Central, Hongkong.

ENGLISH and FOREIGN PATENT MEDICINES. Prescriptions carefully dispensed by a qualified CHEMIST. Special attention to FRENCH and Other FOREIGN FORMULÆ.

SOMERVILLE'S 'EXPORT' AND 'GLENDOUR' WHISKIES.
PORTSOY HIGHLAND WHISKEY (PURE MALT).
MANILA CIGARS.

1882 *Manager,* RICHARD FLINT.

G. H. MUMM & CO.'S

EXTRA DRY **CHAMPAGNE,**

Agents: SHEWAN, TOMES & Co.,

472 *For Hongkong, Shanghai and Japan.*

ASK FOR FERGUSON'S

P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD HIGHLAND WHISKY.

FERGUSON'S

SPECIAL CREAM

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland, devoid absolutely of all deleterious matter.

THE CRÈME DE LA CRÈME OF WHISKIES.
PURE AND MILD.

Sole Importers,
F. BLACKHEAD & Co.

23

MANILA CIGARS,

ALWAYS ON HAND THE BEST MARKS FROM 'LA INSULAR' AND 'LA PERLA DE ORIENTE' FACTORIES.

J. M. DE ZUNIGA,
No. 9, Queen's Road Central,
Entrance by Ice House Street, (New Victoria Hotel).

2716

ASSAULT AT ARMS.

LIEUT.-COL. R. H. BERTIE and OFFICERS 2ND BATT. ROYAL WELSH FUSILIERS AT HOME, MURRAY BARRACKS, on SATURDAY, 21st April, 1900, at 3 p.m. to 6 p.m.

Hongkong, April 17, 1900. 887

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that SCRIP NUMBER 812 for 8 SHARES of the Company, numbered 13413/13421, in the name of WILLIAM MONARCH BURNSIDE ARTHUR, Esquire, of Hongkong, having been LOST, a New Scrip for the same will be issued after One month from the date hereof and the Original Scrip will be considered by the Company as null and void, and all persons are hereby warned against accepting or negotiating same.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, April 10, 1900. 830

KWONG SANG YUEN & CO.,
MAKERS OF
MANILA CIGARS.

ONLY the best Leaves, selected by our special Representative in the Philippines, are used in the Manufacture of these Cigars.

Samples and Prices, post free, on application. Inspection cordially invited.

Factory—No. 12, Station Street North, Yau-ma-ti, Hongkong.

904

WANTED.

A Few STEADY BOARDERS (Gentlemen). Central Position on low level; good accommodation, with use of Billiard Table and select Library.

Apply to 'REX,'
Care of 'China Mail' Office.

Hongkong, April 2, 1900. 761

GERMAN SCHOOL.

THE Summer Term will commence on MONDAY, 23RD APRIL, a.c. There are a few vacancies, and parents desirous to send their Children will please communicate with the undersigned.

PAUL BREWITT,
Hon. Secretary.

Hongkong, April 10, 1900. 836

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the Company, No. 9, Praya Central, on SATURDAY, the 28th April, 1900, at Noon, when the subjoined Resolution, which was Passed at Extraordinary General Meeting held on the 12th April, 1900, will be Submitted for Confirmation.

RESOLUTION.

That the Capital of the Company be Increased to $1,000,000, by the creation and issue of 50,000 NEW SHARES of $10 each fully paid up.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, April 12, 1900. 860

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of TWENTY PER CENT. upon CONTRIBUTIONS for the year 1899, has been declared.

WARRANTS will be issued on the 1st May.

By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, April 19, 1900. 915

'THE BACK DOOR.'

THE Series of Articles entitled 'THE BACK DOOR,' which appeared in the *China Mail*, have been reprinted, and may be obtained in Pamphlet Form
Price ... ... $1.

Business Notices.

WATKINS'

CROWN SODA,

Guaranteed to be Manufactured from Filtered Water, and to contain only the Purest Bicarbonate of Soda in Solution.

Watkins Limited,

AERATED WATER MANUFACTURERS.

CROWN SODA WATER. SELTZER WATER.
LEMONADE. BELFAST GINGER ALE,
SARSAPARILLA. Etc., Etc. 170

GREEN ISLAND CEMENT COMPANY, LIMITED.

Portland Cement.

$4.50 per Cask of 375 lb. net ex Factory.
$2.80 per Bag of 250 lb. net ex Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,
GENERAL AGENTS. 2635

ORGANS - - -

A New consignment of American and Japanese ORGANS.

PRICES: - - - - - - - $30 to $400,
MONTHLY PAYMENT ACCEPTED.

LANE, CRAWFORD & CO.,
MUSICAL DEPARTMENT.

FURTHER IMPROVEMENTS IN THE HONGKONG HOTEL.

NEWLY FURNISHED ROOMS on FIRST FLOOR, OLD BUILDING.

EVERY COMFORT AND CONVENIENCE PROVIDED FOR GUESTS. 2196

Sure Cure for Indigestion.

Johnson's
DIGESTIVE TABLETS.

VICTORIA DISPENSARY,
1763 *QUEEN'S ROAD.*

COTTAM & Co.,

FOR THE APPROACHING SUMMER, JUST ARRIVED.
A NEW STOCK OF
CELLULAR SHIRTS, PRINT SOFT-FRONTED SHIRTS,
AND
WASHING TIES, Etc., Etc. 713

FOR THE SUMMER,
SPARKLING DEVONSHIRE CIDER.

BREWED AT TOTNES, DEVON,
By
MESSRS. BENTALL, LLOYD & CO.

Telephone 75.
15, QUEEN'S ROAD.

Sole Agents for Hongkong,
CALDBECK, MACGREGOR & Co.

W. POWELL & Co.

DRESSES! DRESSES!! DRESSES!!!

Ex S. S. 'SANUKI MARU.'
A LARGE ASSORTMENT OF
LADIES' SUMMER DRESS MATERIALS.
FRENCH CAMBRICS AND MUSLINS, Etc.,
ALL COLOURS.

VIYELLA UNSHRINKABLE FLANNEL

Suitable for LADIES' BLOUSES, DRESSING GOWNS, KNICKER BOCKERS, Etc.

Hocks and Moselles.

	1 doz. Bottles.	2 doz. ½ Bottles.
LAUBENHEIMER	$11.00	$13.00
GRAACHER	12.00	14.00
NIERSTEINER	13.00	15.00
LIEBFRAUMILCH	19.00	21.00
CALIFORNIA RIESLING	6.00	7.00
Do. HOCK	6.00	7.00

TRADE MARK.
Hong Name YUEN WO
TELEPHONE No. 135. 234

H. PRICE & Co.,
12, QUEEN'S ROAD.

Intimations.

Dentistry.

Hotels.

Intimations.

THE HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of The Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at the Company's Offices, No. 2, Connaught Road, Victoria, Hongkong, on FRIDAY, the 4th day of May, 1900, at 12 o'clock (Noon), when the SUBJOINED RESOLUTIONS which were Passed at the Extraordinary General Meeting of the Company held on the 18th day of April, 1900, will be submitted for confirmation as SPECIAL RESOLUTIONS.

1.—That the Capital of the Company be increased from $1,000,000 to $1,500,000 by the creation of 10,000 New Shares of $50 each.

2.—That such New Shares be issued at a Premium of $25 per Share and be allotted to the Shareholders of the Company in the proportion of One New Share for every Two Shares now held by them.

3.—That the Amount due for the New Shares be called up as follows, viz:—$50 per Share on the 1st July, 1900, to rank for Six months Dividend out of the Profits of the Year 1900, and the remaining $25 per Share on the 1st October 1900.

Dated the 18th day of April, 1900.

By Order of the Board,
EDWARD OSBORNE,
Secretary.

897

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, on

MONDAY,

the 23rd April, 1900, at 2.45 P.M.,—

THE WHOLE OF THE HOUSEHOLD FURNITURE, at No. 64, Stanley Street,

Comprising:—

BEDROOM AND DRAWING-ROOM FURNITURE,

And

ONE COTTAGE PIANO.

On view on day of Sale.
Catalogues will be issued.
TERMS:—As Customary.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, April 18, 1900. 899

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, on

WEDNESDAY,

the 25th April, commencing at 2.30 p.m., at his Sales Rooms, Zetland Street, No. 2,

A LARGE QUANTITY OF USEFUL HOUSEHOLD FURNITURE, (Belonging to families leaving the Colony).

Comprising:—

DRAWING ROOM, DINING ROOM and BEDROOM FURNITURE of every description. OVERMANTELS, WRITING DESKS, GLASSWARE, CROCKERY, CUTLERY, BATHROOM REQUISITES, PICTURES, BOOKCASES, Etc., Etc.

A LOT of very Fine GAS FIXTURES.

SEVERAL BICYCLES.

1 COTTAGE PIANO, by R. LIPP and SOHN, STUTTGART, in very good condition.

On View at the Undersigned's.
Catalogues will be issued prior to Sale.
TERMS OF SALE:—As Customary.

PAUL BREWITT,
Auctioneer.

Hongkong, April 20, 1900. 916

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, on

THURSDAY,

the 26th April, 1900, at 2.30 p.m., at Edenhall, the Residence of GEO. R. STEVENS, Esq.

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, PAINTINGS, CURIOS, ETC., ETC.

Comprising:—

FINELY-CARVED CANTON BLACKWOOD CURIO STANDS, TABLES, TEA-POYS and CHAIRS, JAPANESE INLAID CABINET, CHERRY LACQUER WRITING DESK, TEAK OVERMANTELS with BEVELLED MIRRORS, BRASS FENDER, BRASS STANDARD LAMP, LACE and MUSLIN CURTAINS, JAPANESE CLOISONNE VASES and PLATES, CHINESE PORCELAIN COLLECTION of BIRDS' EGGS (including Emu's), ORNAMENTS, CARPETS, RUGS, Etc.,

EXTENSION DINING TABLE, SIDEBOARD with BEVELLED MIRROR, DINNER WAGGONS, BOOKCASES, CUTLERY, GLASS and CROCKERY-WARE, ENGRAVINGS, etc., etc.

BRASS BEDSTEADS, SINGLE IRON BEDSTEADS, WARDROBES with MIRRORS, MARBLE-TOP BUREAU with MIRROR, MARBLE-TOP WASHSTANDS, CHESTS-OF-DRAWERS, TOILET SETS, etc., etc.

BATHROOM and PANTRY REQUISITES.

One GRAND PIANO by JOHN BRINSMEAD & SONS, (in excellent condition.)

One ENGLISH BILLIARD TABLE.

One FINE COLLECTION of FIJIAN ARMS.

A QUANTITY of VALUABLE DEEP SEA SHELLS, FINE WATER COLOUR PAINTINGS of AUSTRALIAN BIRDS by WELL-KNOWN AUSTRALIAN ARTISTS.

VERY RARE NEW GUINEA STUFFED BIRDS.

And

ABOUT 1000 POTS and PLANTS, TENNIS GEAR, AVIARIES, ETC., ETC.

On view from *Wednesday*, the 25th April.
Catalogues will be issued.
TERMS:—As Customary.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, April 19, 1900. 909

Messrs. D. J. KEYMER & Co. beg to offer their services as AGENTS IN ENGLAND. *Established in 1844, they have a thorough knowledge of the Markets, and experience of Eastern requirements.*

The heads of the Firm give personal supervision to all business, and with confidence invite those requiring RELIABLE AGENTS *for purchase of goods, sale of produce, or other business, to entrust their interests to them. Machinery orders are attended to by an expert.*

1, WHITEFRIARS STREET, LONDON. TELEGRAMS: "KEYMER, LONDON."

FUJIYAMA & Co.

DEALERS in all Kinds of JAPANESE CURIOS, and THINGS JAPANESE.

AT MODERATE PRICES.

No. 9, D'Aguilar Street.

Head Office, No. 82, Sannomiya-cho, Chome, Kobe, Japan.

Hongkong, January 9, 1899. 98

THE VOLUNTEERS AND THE NEW ARMY SCHEME.

(BY A SERVICE MEMBER.)

In the Ministerial statements made by Lord Lansdowne and Mr Wyndham, the Volunteers received a considerable share of serious notice, and whether the various reforms foreshadowed turn out to be all their authors hope them to be, or prove for the most part illusory, there remains ample proof that our Citizen Army has taken a great step forward, not only in public regard, but in the inward and more deliberate estimate in which the Military authorities hold it. This change of attitude may probably be more fairly attributed to recent events, and the inevitable reflections those events have caused, than to any gradual discovery of potential merit. The question that now most concerns the Volunteer Force and its many well-wishers is what practical effect the new proposals will have. As regards some of them, it may be said at once that their advantages are obvious and indisputable. The admission, for instance, of a Volunteer officer to the Head quarters Staff is not only a distinct compliment, but should prove a substantial convenience to the Service he will represent. At present the delay and circumlocution involved before any answer can be obtained to a plain question are sometimes considerable, and not unfrequently questions are never answered at all, principally for the reason that there is no official specially charged with the duty of interpreting the particular problems to which they relate, and that they are, therefore, imperfectly understood. Such difficulties should soon be entirely removed, and it is probable that not only the Volunteers, but the War Office as well, will benefit by the change. Another reform of a somewhat similar kind is the granting of an occasional Army commission to Volunteer officers. This is a concession that will, no doubt, be warmly appreciated, though the real wonder is why it was not granted long ago, as it ought to have been. There are other indications of a genuine desire to encourage Volunteer officers, and Lord Lansdowne's announcement that in connection with courses of instruction, the Government will, in future, 'absolutely safeguard them against any inroad on their own private means,' will be received with general satisfaction and gratitude throughout the Service.

Of course, the easiest way of satisfying and pleasing the Volunteers is to offer them a large increase in their capitation grant, and in its present frame of mind the nation is perfectly willing to acquiesce in a very liberal and even sumptuous interpretation of what is adequate. But the British public, and not only the public but the Volunteers themselves, are also more than usually interested in seeing that they get good value for their money. The amount received, and the mode of spending it, differ very much in different corps, and (in the case of the scattered corps) in different companies, or other small units. In one case some hundreds of pounds will be raised in private subscriptions; in another case nothing at all. In one battalion, every penny scraped together is carefully spent on instructive work, or the promotion of efficiency; in another, large funds will be squandered on smoking concerts or 'refreshments.' One Commanding Officer will be eager to take his battalion to Aldershot, to learn its work; another will be equally anxious to stay away, so as not to learn his. One has rifle ranges close at hand, another is sometimes nearly at his wit's end how to arrange for all his class-firing to be done. The wants of Metropolitan and country corps are in many respects quite dissimilar, and absolutely uniform treatment for the whole Force is impossible, or, if possible, could only prove injurious. Wisely broad regulations are what Volunteers most desire, and strict administration is what the authorities should insist upon, with a gradual tightening of the reins of discipline.

The decision to give the Artillery a more modern armament will meet with sincere approval. This most useful branch of the Volunteer Service has, for many years past, had to contend with quite exceptional difficulties. It has loyally done its best, but has always found itself handicapped by its clumsy, antiquated guns, constituting at once a reproach, an incubus, and on some occasions a heavy expense. Any endeavour to help the Volunteer Infantry in the matter of ranges will be most acceptable, but the announcements on this head are so far rather disappointing, and suggest the fact that this range question is becoming a very serious one, deeply affecting the efficiency of the whole Army.

The most drastic and perhaps most important, of all the new proposals, so far as they concern the Volunteers, is that relating to the prescribed period of training. 'We think,' said Mr Wyndham in the House of Commons, 'that the Volunteer Artillery should train for three months; Volunteer Infantry for one month.' It is possible to agree most cordially with a counsel of perfection, and at the same time own that compliance with it is out of the question. This probably is the attitude that most Commanding Officers or Adjutants of Volunteers will assume towards this most significant, instructive, well-meaning, but probably impossible, proposal. The advantages of extending the period of training in the manner suggested cannot be gainsaid. It is simply a question of what is practicable. With regard to the three months for Artillery, the training could, of course, only mean the establishment of a standing camp or school for that period, during which successive batches of Volunteers would find more than the usual opportunities for going through a course of instruction; it may be, too, that the experiment would bring into prominence the existence of a class of soldier which a nation like ours, or the United States, will always do well to encourage—a class, that is, of men who, while they do not choose to become professional soldiers, have, nevertheless, plenty of taste, as well as leisure, to cultivate the military art in time of peace, and practise it, too, in time of war. As regards the suggested period of one month for the training of Infantry, it is probable that if that month referred only to the present year—one of national stress and emergency—the employers, who are, to a great extent, the real masters of the situation, may rise to the occasion, and, in fact, make the Government suggestion practicable. If, on the other hand, the month is to be fixed as a normal condition, the effect will probably be this; in some of the rural districts, and in the case of certain special corps elsewhere, a fairly satisfactory response will be made, especially in the case of battalions which adopt the growing practice of paying their men, and are able to make their time of assembly fit in with the hay and corn harvest and other local considerations. In the manufacturing towns, however, any general compliance with this new demand or 'invitation' is highly improbable. It will, however, be necessary for the Government and the nation to consider whether it may not be the imperative duty of the great manufacturing firms to make, at or this or some equivalent sacrifice. The commercial prosperity of Great Britain is, no doubt, a matter of great importance, but the existence of the Empire is a greater matter still. The Government has decided to adhere to the voluntary system, at all events, for the present, but it may be observed that Lord Lansdowne's utterances on this point are less emphatic than those of the Under Secretary. The ability and moral right to do this, however, depend on the maintenance of some safe and workable alternative to compulsion; and the new proposals for an increase in the efficiency of the Volunteers may be regarded as one chapter in a final, and we sincerely hope successful, attempt to preserve our long-cherished immunity from those rougher, but at the same time simpler and cheaper, modes of procedure that have been universally adopted on the Continent.—*The Standard.*

TRADE ROUTE TO CHINA.

At the fortieth annual meeting of the Association of Chambers of Commerce the question of a trade route to China was considered.

Mr H. F. Hibbert (Blackburn) moved the following resolution:—'That, seeing a practicable route has been discovered between Burma and the upper reaches of the Yang-tse, her Majesty's Government be asked either to undertake the construction of a railway from Kunlon Ferry through Yunnan to Sze-chuan, or take steps to insure that British promoters who may take the work in hand shall have reasonable security for the capital which they may invest in it.'

Mr Joseph Walton, M.P., in seconding, described some of his experiences in the Far East during the eight months which he spent there in studying the commercial and political situation. As a result of that extended tour, in the course of which he traversed about 5,000 miles of the inland water-ways of China and visited most of the great centres of commercial and political interest, he gained invaluable information, which he proposed at the first suitable opportunity to lay before the House of Commons. China, with its 4,000,000,000 of population, its fertile soil, and great mineral wealth, presented to them almost unlimited opportunities for the expansion of trade and commerce. The province of Sze-chuan, so far as he had the opportunity of seeing it, was a garden—a country of peace, plenty, prosperity, and civilisation. The question of the condition and prosperity of Sze-chuan vitally affected the question whether or not it was desirable to connect that region with Burma. A railway which would have at one end of it an empire like India and at the other the great empire of China was a railway project second to none in the world for future possibilities. One could not but feel it was high time the British Government sought to uphold commercial and political interests in China by the construction of the proposed line. The future of British commerce was seriously endangered if they allowed France to get in front of them to South-West China and to draw trade in that direction.

Mr A. Lee (Bristol) opposed the motion on the ground that the British ought not to be taxed for the construction of railways in any foreign country.

After further discussion, in which Mr E. Helm (Manchester), the Rev. P. Sanderson (Worcester), Mr M. Zossenheim (Leeds), Mr Wyke (Bury), and others took part, the motion was adopted, and it was decided to forward a copy to the Prime Minister, with a view, if necessary, of a deputation waiting upon him on the subject.

A Series of Special - - Articles,

Entitled

CRICKET IN 1900

By A. C. MacLaren,

Will appear in

THE 'CHINA MAIL'

Every SATURDAY, during the Months of MAY and JUNE.

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4. BATTING—HOW TO SCORE.
5. THROWING.
6. THE DEARTH OF BRITISH BOWLERS.
7. MEMORABLE MATCHES I HAVE PLAYED IN.
8. THE CROWD.

THE CHINA SQUADRON.

THE PROPER LEVEL OF OUR NAVAL STRENGTH.

The naval authorities of this country, remarks a writer in the *Morning Post*, seem to have somewhat indefinite ideas as to the proper level of naval strength to be maintained in the Far East. Would it not be well for the Admiralty to make up its mind on this subject, so that the British Squadron in Chinese and Japanese waters should bear some proportion to the interests to be protected or that may become involved? What those interests are everyone knows, but for our present purpose it is quite immaterial whether they are important or the reverse. The one thing certain is that vacillation as to the strength of a naval force can never be wise as long as the conditions governing the correlation of the strength of that force to its duties remain unchanged, and that British interests in the waters of the Far East are, at any rate, not less important than they were when the *Victorious* and the *Barfleur* were transferred from the Mediterranean to the China Station. But apparently the Admiralty has now changed its mind as to the constitution of the squadron, and as to the necessity for the maintenance of a powerful British naval force in Far Eastern waters. Not only is the second-class and feebly-armoured cruiser *Apollo* to take the place of a vessel incomparably superior in every way in the shape of the *Undaunted*, but the *Victorious* is to be altogether recalled. Even when the *Terrible* joins the flag of Sir Edward H. Seymour to take the place of the *Powerful*, the strength of the station will have been reduced by the loss of a battleship of the most capable class in the world, and by the substitution of a second-class cruiser poorly armed, for an efficient armoured cruiser. The Admiralty may have been wrong in increasing the fleet in the Far East in the first instance, and in giving it the importance it has recently possessed. But this is not the opinion of observers of the course of events in China. If, then, two years ago it was necessary to materially strengthen the China command, it would be interesting to learn what political events have occurred in the intervening months to induce the Admiralty to materially reduce the value of the force as a fighting equivalent.

BRITISH COURAGE.

One effect of this war, we fancy, will be to dissipate the belief which has for some time past been growing in the public mind that the British people, owing to their somewhat rank prosperity, are growing effeminate. They are becoming sedentary, it was said; they are afraid of bad weather, they are given over to luxury and money-getting. The argument was not very philosophical, for sedentary pursuits do not necessarily destroy courage, increased respect for sanitary laws involves of itself increased attention to the weather, and it is doubtful the desire for luxury impairs fortitude at all. Kings have usually been brave as well as luxurious. The Roman patriciate was steeped in luxury yet provided most of the officers of the Empire, while Asiatic satraps, lost in enjoyment, will fight as bravely as the meanest of their followers. The Mahdi was the most sensual of despots, but he met death on the field of battle like a hero of antiquity. Still, the opinion prevailed till it began to pervade all literature, and men writing from easy chairs, moaned lengthily over the approaching emasculation of the British race, once so formidable in war. We shall, we think, hear less of those elegiacs for some time. All through this war the luxurious classes, not only the aristocrats, who have the pride of pedigree to support them, but the sons of the very rich have gone to the Front with more than readiness, have faced the hardships of a campaign in the desert—very real hardships—with cheery stoicism, and have, when needful, paid their blood-tax as willingly as did ever knights of old. There are scores of men at the Front who, if they had stayed at home, might have passed lives of unbroken ease and enjoyment without reproach, and in an age of infinite intellectual pleasures, without much fear of the weariness of life which used, as Matthew Arnold believes, sore to torment the Roman great. The middle class which furnishes most of our officers has sent out its sons to die in such heaps that they are blamed for temerity; while of the lower class from which our 'Tommies' are drawn what can we say, except what Sir Redvers Buller has publicly said, 'the men are splendid.' The 'casualties' as we now say—though the old expression 'the death-list,' or 'the wounded-list,' was a finer one—tell their own story; the great officers repeat the same tale, and there is not a private letter which arrives but recounts some instance of the cheerful fearlessness displayed by whole ranks of men. And remember this fearlessness is not mere fearlessness of death, such as a sedentary suicide might display. These men, as they charge amidst the showering bullets, face what for a third of their number is the certainty of shattering wounds, or the long agony of torn extremities, or years of existence with maimed limbs, impaired eyesight, or incurable ill-health. There can be no courage greater, and that the English in South Africa display it in the highest measure is admitted as freely by the Boers, who once despised them as weaklings, as by the correspondents sent out in such swarms to record their feats. To onlookers at Home their bravery as displayed, for example, at Elandslaagte seems more than mortal. What can German, or Gascon, or Dervish do more than the Lincolnshire lad did, who, just before plunging for the second time into the hail of bullets, handed round a bit of looking glass and laughingly bade his comrades look on their own faces and 'say good-bye to themselves.' . . . . . In spite of all that is said of our growing effeminacy a large proportion of our population, perhaps 70 per cent., must be ready on occasion to face the chances of a violent and painful death, and almost a certainty of injury, if convinced that duty called, and that is as much as can be demanded of any free people. We fancy, being sensible persons, with respect for themselves as well as others, they want the stimulus either of duty or of a clearly understood contract, but, having that, they will face any danger which still leaves them the possibility, however remote, of escape. To get men to face a certainty you must winnow them again, taking only those of the type which volunteers for a forlorn hope, or who will stand to be shot at from behind without looking round.—*Spectator.*

THE PROBABLE LOSS OF LIFE IN A NAVAL FIGHT.

Engineering says that Mr Goschen said some things on Monday which our contemporary thinks will come rather as a surprise to a good many who hold views on this subject. He was of opinion that the wastage of ships would be faster than the wastage of men. 'A ship, in these modern days, with the machinery and engines of every kind involved, may easily be put out of action without the crew suffering severely at all.' It would be satisfactory to know whether this is an expression of Mr Goschen's own opinion, or whether he was speaking also for his naval colleagues on the Board. By far the greater number of sea fights have been decided, like land fights, by the killing or wounding of men; and although the nature of the ships has changed entirely since the great naval wars, it is difficult to see exactly where the immunity of *personnel*, as compared to *matériel*, comes in. Of course a ship may, as Mr Goschen says, be put out of action without the crew suffering severely; but we cannot see that such an event is probable. No British ship would cease fighting until her guns were silenced or her motive power destroyed; and it is difficult to conceive such things being brought about by the action of an enemy and without enormous loss of life. In the old days wooden ships were not often sunk in action, although they sometimes foundered afterwards; but if a modern ship is less likely to keep afloat, she is more likely to take her crew to the bottom with her. The putting of a ship out of action by the mishap to machinery without the crew suffering at the same time, could hardly be more than a defect of an accidental nature which could probably soon be remedied by the engineering staff, or by the aid of one of those floating factories of which we have some hope from Mr Goschen's speech. The machinery of a warship is generally too well protected to stand the chance of serious injury whilst the crew remained unscathed. With the enormous powers of offence of modern weapons, especially the quick-firing and machine guns, neither ships nor crews will go through a close action without suffering severely. If vessels are lost, the crews will probably go with them; and if they are brought into port, it will take far less time to repair the ships than to train fresh men to take the place of those killed or disabled. That is an argument in favour of a reserve of men rather than a reserve of ships. On the other hand, two ships might come in much battered, and each with a loss, perhaps, of half its total complement. In that case the surviving men might be combined, and go to sea at once in a fresh ship that had been held in reserve. The problem is largely one of finance, and needs a careful weighing of the probabilities and cost.

THE MALARIA INVESTIGATIONS.

On the 13th March Dr. Patrick Manson, medical adviser to the Colonial Office, read a paper on 'A School of Tropical Medicine' before the members of the Colonial Institute, at the Whitehall Rooms.

In the course of his remarks he called attention to various tropical diseases, and urged the necessity for a special sytem of study, pointing how such a system could, under existing medical arrangements, be best carried out. The Colonial Office authorities were alive to the practical importance of the recent developments of what he might designate malariology, and also to the necessity of educating the public towards adopting the measures of protection so plainly indicated thereby. The Colonial Office had already, in conjunction with the Royal Society, sent a commission to Central Asia and to the West Coast, to study malaria on the spot; it had now authorised him to make, in conjunction with the London School of Tropical Medicine, an experiment on the practicability of preventing malaria in intensely malarial localities by easily applied means. It was perhaps unwise to prophesy before the event, especially as to the results of biological experiment; but in this instance he felt so confident about what the results would be, that he would venture to describe the experiments about to be instituted. A hut was to be erected in the most malarial part of the Roman Campagna available. The hut was to be furnished with wire gauze door and window screens and other devices, to render it mosquito proof. Two skilled observers and their two servants were to live in this hut from May till October of this year—that is, during the entire malarial season. Of course, they would be at liberty to go where they liked during the day, but from an hour before sunset to an hour after sunrise they were to be in the hut. Now if these men escape from fever it would be absolute proof that by very simple and inexpensive means the human body could be protected from the malaria germ. The second experiment was to be as follows:—Laboratory bred mosquitos (mosquitos raised from the egg in the laboratory and which have had no opportunity of picking up malaria germs in the haunts of malaria) were to be fed in Rome on patients in whose blood the benign tertian malaria parasite had been ascertained by the microscope to be present. These mosquitos were to be transported to London, fed on vegetable juices till the malaria germs had arrived at the venom gland. The insects were then to be liberated in a small mosquito house in which one or more Englishmen who had never left this country were to sleep. It was expected that in about ten days after this these Englishmen would develop malarial fever, and the malaria parasite would be found in their blood. There was no danger from this experiment, as the type of malaria parasite it was proposed to experiment with was not virulent and was easily killed by quinine. Should these experiments eventuate in the way it was believed they would, this will encourage the Colonial Office to go forward in the direction now clearly indicated, and would prepare those for whose education the experiments were intended to adopt such measures as experts might devise for protection from malaria.

MANY LIVES SAVED.

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Notices to Consignees.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

STEAMSHIP *PRAUSSEN*, OF THE NORDDEUTSCHER LLOYD.

THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., Kowloon, whence delivery may be obtained.

OPTIONAL CARGO will be forwarded unless notice to the contrary be given before 4 p.m., To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th April will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on Tuesday, 24th Instant, and Thursday, the 26th Inst., at 9.30 a.m.

All Claims must reach us before the 29th April, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, April 17, 1900. 889

NOTICE.

BARQUE *THISTLE*, CAPTAIN A. A. WALDEN FROM FREEMANTLE.

THE above Vessel having arrived CONSIGNEES of the following Cargo B/L F. GMDJC. 245 PIECES SAWN TARRAH WOOD, Shipped to 'Order' are request to send in their Bill Lading for countersignature to the Undersigned and take delivery of the Cargo or same will be landed and stored for consignees risk and expense.

SIEMSSEN & Co.,
Agents.

Hongkong, April 17, 1900. 891

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. S. S. *Andalusia*, Captain EHLERS, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m., To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd Inst. will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 23rd Instant, at 3 p.m.

No Fire Insurance has been effected.

SIEMSSEN & Co.,
Agents.

Hongkong, April 16, 1900. 870

Intimations.

Notices to Consignees.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship YAWATA MARU, 3,900 Tons Gross, Captain A. E. MOSES, will be despatched for the above Port on FRIDAY, the 27th Instant, at 4 p.m.

This New Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator; Doctor and Stewardess carried.

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For Freight or Passage, apply to

A. S. MIHARA,
Manager.

Hongkong, April 20, 1900. 913

To Let.

MRS. L. PYLE,

PRIVATE BOARD & APARTMENTS, No. 3, Castle Road.

Hongkong, March 20, 1900. 629

TO LET.

APARTMENTS at KOWLOON, with BOARD. Suitable for Married Couples or single Gentlemen. Tennis Court.

Apply to MRS. HATHERLY, No. 6, Victoria View, Kowloon.

Hongkong, March 5, 1900. 495

TO LET.

FURNISHED, a large ROOM, with Board, on Upper Level, good locality.

Apply to 'A.B.,' Care of 'China Mail' Office.

Hongkong, April 19, 1900. 908

TO LET, UNFURNISHED.

FROM 1ST JULY, FOR 18 MONTHS. 'LADBROKE,' 8-ROOMED HOUSE, with Tennis or Croquet Lawn, on Conduit Road above Robinson Road, approach from continuation of Glenealy.

Apply to G. H. B. WRIGHT, Rocklands.

Hongkong, April 10, 1900. 828

TO LET.

FROM the 1st MAY NEXT, 'EASTLEY,' a 5-Roomed detached House, with Tennis Lawn.

Apply to HUMPHREYS ESTATE & FINANCE Co., LTD.,

Hongkong, April 20, 1900. 788

TO LET.

HARFORD.—MAGAZINE GAP. GROUND FLOOR, 52 PEEL STREET. 'THE RETREAT,' MOUNT KELLETT. 5, RIPON TERRACE.

Also,

A GODOWN at Praya East.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, April 17, 1900. 1455

TO LET.

EDENHALL, Lower Richmond Road, (8 Rooms), from 1st May.

Apply to GEO. R. STEVENS & Co., Praya Central.

Hongkong, March 31, 1900. 731

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(*In English and Chinese.*)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, $1 each.

CHINA MAIL Office.

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NEITHER the Captain the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

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Intimations.

Mitsui Bussan Kaisha,

No. 6, Ice House Street, Praya Central.

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MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.

Hongkong, Dec. 11, 1899. 1865

Intimations.

CHURCH SERVICES.

ORDER OF CHORAL SERVICE AT ST. JOHN'S CATHEDRAL.—1ST SUNDAY AFTER EASTER. APRIL 22ND.

Matins:—Responses, Tallis; Venite, Dyer; Psalms, Crotch, Poland and Taylor; Te Deum, Ward in E flat; Benedictus, Barnby in E flat; Anthem, 'Awake up my glory'—Barnby; Hymns, 140 and 133.

Evensong:—Responses, Tallis; Psalms, Russell, Smart and Goodenough; Magnificat and Nunc Dimittis, Bruce Steane in F; Anthem 'O give thanks unto the Lord,' Elvey; Hymns, 612 and 138; Vesper Hymn, Steane; Voluntaries, 'Hallelujah' ('Messiah')—Handel; 'Andante Grazioso,' Smart.

UNION CHURCH.—SUNDAY, APRIL 22.

11 a.m.:—Hymns, 6, 332 and 351; Psalm, 20, (Handel); Anthem, 24, 'Worthy is the Lamb.'

6 p.m.:—Hymns, 486, 175 (tune 304), 386, 59 (tune 53) and 499.

WESLEYAN METHODIST CHURCH.—SUNDAY, APRIL 22.

Morning:—10.30. Evening—6.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Tamsui Maru* leaves for Swatow.

MEMOS. FOR MONDAY.

Shipping.

1 p.m.—French Mail steamer *Yarra* leaves for Ports of Call, and Europe.

Auctions.

2.45 p.m.—Auction of Household Furniture, at No. 64, Stanley Street.

Amusements.

9 p.m.—Entertainment of Ada Delroy Company, City Hall.

Miscellaneous.

Goods per *Andalusia* undelivered after this date subject to rent.

General Memoranda.

TUESDAY, April 24:—

Noon.—Meeting of Shareholder of the Hongkong Hotel Company, Ltd., at the Company's Hotel.

Goods per *Preussen* undelivered after this date subject to rent.

Goods per *Silesia* undelivered after this date subject to rent.

WEDNESDAY, April 25:—

2.30 p.m.—Auction of Household Furniture, &c., by Mr. Paul Brewitt.

THURSDAY and FRIDAY, April 26 and 27:—

2.30 p.m.—Auction of Household Furniture, &c., at 'Eden Hall,' Lower Richmond Road, the Residence of Geo. R. Stevens, by Mr. Geo. P. Lammert.

Exchange.

HONGKONG, April 21, 1900.

On London—	
Bank, Wire, ...	...1/11⅛
„ On demand,...	...1/11 7/16
„ 30 days' sight, ...	...1/11½
„ 4 months' sight, ...	...1/11 13/16
Credits, 4 „ „	...1/11⅝
Documentary, 4 months' sight,	...2/0
On Paris—	
On demand, ...	... 2.46
Credits, 4 months' sight, ...	... 2.50½
On Berlin—Demand,...	... 2.00½
On New York—	
On demand, ...	... 47¾
Credits, 60 days' sight, ...	... 48⅜
On Bombay—	
Wire,...	... 145¾
On demand, ...	... 146¼
On Calcutta—	
Wire,...	... 145¾
On demand, ...	... 146¼
On Singapore—	
On demand, ...	1 % pm.
On Manila—	
On demand, ...	2½% pm.
On Shanghai—	
On demand, ...	... 71¾
30 days' sight, (private paper)	... 72¼
On Yokohama—	
On demand, ...	3½% pm.
Gold Leaf, 100 fine, (per tael)...	...$52.90
Sovereigns (Bank's buying rate)	...$10.13
Silver (per oz.)	...27⅜d.

☞ The publication of this issue commenced at 4.50 p.m.

The China Mail.

HONGKONG, SATURDAY, APRIL 21, 1900.

'NULLI SECUNDUS IN ORIENTE' is the ambitious motto of the Hongkong Volunteers, and it is the earnest desire of the Commandant and Officers to sustain the honour the Corps claims to possess. At the ceremonial parades H.E. the Governor and the Officer at present administering the affairs of the Government have shown by their speeches that they appreciate the efforts of our civilian soldiers to emulate the example of the regular forces. The men are justly praised for their appearance and given credit for their patriotism, but towards the conclusion of each and every one of these speeches the appeal is made with consistent regularity for a further increase in numbers. Through the self-sacrificing endeavours of the worthy and popular Commandant, who devotes a large portion of his necessarily short leisure at Headquarters, and the indefatigable endeavours of Major Chapman and the officers and staff, the Corps has reached a state of efficiency that would be creditable to a regiment with greater facilities for drill. Notwithstanding the assurances so frequently given of support from the powers that be, the assistance that is actually given by the Government is very much out of proportion to the endeavours of the officers after the attainment of the ideal flaunted before their eyes at every inspection, and the enthusiasm of the officers and ardour of all ranks is damped by this apparent apathy of the Government. There has been a profusion of talk with a medicum of performance, and the time has arrived for some practical demonstration of the Government's appreciation of the noble services rendered by the Volunteers.

The present Headquarters are totally inadequate for the requirements of the Corps. Although the Corps has been increased in numerical strength there has not been the shadow of an attempt to increase the accommodation in proportion, and the consequence is that we have the Volunteer Forces of the Colony, now of six units and a band, comprising over 320 members, located in the same building which was erected to accommodate one unit of less than eighty members. There is no magazine, no room for the storage of material; and the armoury and gun stores are in a very cramped condition. With twenty-three officers on the roll they have no meeting room or lavatory and the non-commissioned officers are also without a room. There is no quartermaster's store, and the band has no suitable place wherein to practice. The want of a lecture hall is severely felt, more especially by the artillery units, whose drill is of a detailed character requiring an amount of diagram demonstrations, and in the event of rain, for want of accommodation, opportunities are frequently missed for drill. The dressing room, bath-room and other conveniences for all ranks is situated in a building 41 feet by 13 feet, and wholly unsuited for the purpose. Many other inconveniences could be enumerated, but it must be apparent to all that there is a pressing necessity for a modern building to replace the present Headquarters. The exceptional circumstances of last year gave a great impetus to recruiting, and the prospect that there had been of a brush with the rioters in the new territory made the necessity for efficiency more real to all ranks. The interest in Volunteering has been roused, and it should be carefully fostered by the authorities. At home every Corps of standing is provided with a drill hall, with gymnasium and other accessories; and at Shanghai the Volunteers are in possession of a magnificent building. It has been suggested that in order to supply this much-required want the Government should sell the present building and parade ground, which being in a central locality would realise a handsome price, and with the proceeds build a new Headquarters say at Causeway Bay, near the Polo Ground, or in some other situation where there is sufficient land for a parade ground upon which to drill the Corps as a battalion or to manœuvre with eighteen guns. The Causeway Bay site would be conveniently near the proposed new Volunteer and Police Rifle Ranges, and in close proximity to the recreation ground of the youth of the Colony. The parade ground need not be exclusively reserved for the Volunteer Corps, but the privilege of using the ground might be extended to other Corps, Clubs, etc. A great impetus to recruiting must ensue if a suitable meeting place were provided in a desirable locality, and the Corps could be kept together by more agreeable ties than those of discipline. Means would be provided for healthy recreation for the youth of the Colony, and besides the increase in the existing units inducements might be made to form Eurasian companies and cadet corps.

The idea of the subscribers to the Jubilee Road round the island was to provide the means for exercise and recreation, but there is little indication that this work will be proceeded with in time for many of the subscribers to participate in the benefits claimed for the road. Here is a splendid opportunity for the subscribers to apply the funds hoarded up in the bank to a useful purpose, to carry out an idea analogous to that they had in their minds when subscribing—to provide the means of healthy recreation. A Jubilee Drill Hall and Headquarters for the Hongkong Volunteer Corps would be not only a lasting memorial of Her Majesty's glorious reign, but a mark of the Colony's appreciation of her Volunteers in the past and their proved willingness to assist in the defence of the Empire when required.

Editorial Comment.

MARKET ACCOMMODATION. The notification which appears in last Saturday's *Gazette* that applications for licences to sell fresh meat, pork and fish in premises approved by the Sanitary Board, outside the markets, will be considered by the Governor in Council, is a tacit acknowledgment of the urgent necessity of providing increased market accommodation. This is a matter which has frequently been urged upon the Government by the Colonial Veterinary Surgeon, and in his annual report he gives a few figures to substantiate his reasons for so doing. These figures show a loss of three stalls to the total market accommodation of the City of Victoria during the last forty years; although in that time the population has increased from 49,730 in 1859, to 168,260 in 1899, and the revenue from markets from $26,677.50 to $80,901.38. So late as December last year Mr Ladds, in a letter to the Sanitary Board, pointed out the necessity of a market for the wholesale and retail dealers in poultry and fresh fish, recommending that a site be retained for this purpose on the Praya Reclamation in front of the present Central Market, and the Board adopted and forwarded the proposal to the Government. It cannot be said, therefore, that it is from want of advice that the Government now finds it necessary to afford the facilities outside the markets for the sale of provisions; and it would seem, with the revenue derived from stall rents more than doubling the cost of erecting one of our markets, that there must be something clogging the administrative machine. The acquisition of the new territory has not been an unmixed blessing, for during the past year the development of our new acquisition has been carried out at the expense of the public works in the Colony. And the public works which have been delayed are urgent works, works of pressing necessity for the conduct of business in the Colony. The temporary measures sought by the Government to provide for lack of market accommodation are not likely to prove very satisfactory and are likely to entail a considerable amount of trouble and expense to the Government. With the dealers in fresh meat at present concentrated in the markets the supervising staff is barely sufficient, but if licenses are to be issued indiscriminately in every quarter of the Colony the work of supervision will become a costly affair and cannot possibly be so effective as under the present system. There is a danger of the food supply deteriorating in quality. Attempts will be made to smuggle into the shops meat that has never passed through the slaughter-house—the flesh of animals that have died from disease or natural causes. It may be asserted that this is the first practical illustration of the Government's anxiety to assist in the reduction of the price of the necessaries of life—but it seems to us to savour of the policy of robbing Peter to pay Paul. The dealers will be the gainers in so far as they will profit by the reduced outlay in rent, but we venture to assert that it will not lead to any diminution in the price of food. It is the dealers' ring that will have to be got at even though the legislation may have to be altered to effect it. The building of new markets should be undertaken with all possible speed.

STEAMERS PASSED SUEZ CANAL.

(SUPPLIED THROUGH REUTER.)

OUTWARD:—*Conch*, March 6; *Benlomond*, *Anna*, 9; *Saratov*, 13; *Verona*, 16; 20; *Canton*, *Ardandeqrig*, 23; *Annam*, *Benlarig*, *Alexander*, *Shangtung*, *Taurus*, 27; *Chingwo*, *Palacius*, *Pyrrhus*, *Socotra*, *Awa Maru*, *Abley Holme*, 30; *Indrani*, *Gisela*, *Satchadji*, April 3; *Dimed*, *Aker*, *Roma*, 6; *Babelsberg*, *Ettrickdale*, *Hamburg*, 10; *Inaba Maru*, *Agamemnon*, 12; *Sclavia*, *Ballaard*, 17.

HOMEWARD:—*Ceylon*, April 6; *Kinnaquna Maru*, *Superdon*, 10; *Stuttgart*, 17.

Mails.

The O. & O. Co.'s s.s. *Gaelic*, with the AMERICAN MAIL, left Shanghai on Thursday, the 19th April, at noon, and may be expected here on or about Saturday, the 21st April.

The M. M. s.s. *Oceanien*, with the next FRENCH MAIL, left Saigon on Thursday, the 19th April, at 6 a.m., and may be expected here on or about Sunday, the 22nd April. This Packet brings replies to letters despatched from Hongkong on 17th Feb.

The T. K. K. s.s. *Hongkong Maru*, with the AMERICAN MAIL, left Yokohama on Thursday, the 19th April, at daylight, and may be expected here on or about Friday, the 27th April.

The P. M. Co.'s s.s. *China*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 7th April.

The O. & O. Co.'s s.s. *Doric*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 17th April.

The Imp. German Mail s.s. *Hamburg*, carrying the German Mails with dates from Berlin of the 2nd April, left Colombo on Friday afternoon, the 20th April, and may be expected here on or about Tuesday, the 1st May.

LOCAL AND GENERAL.

The Plague.

During the twenty-four hours ending 21st April, 7 new cases of plague were reported, and 4 deaths.

Sale of the 'Abbey.'

The steamer *Abbey*, which earned some notoriety in smuggling operations in the Philippines, has been sold to a Chinese merchant in Manila for $40,000.

The Wreck of the 'Wo Foo.'

The steamer *Wo Foo*, which was wrecked in the Shiu Hing Gorge, on the West River, about a month ago, has been floated off the rocks by four Chinese junks and beached below the Gorge. The vessel was lying on her broadside, but she is now upright, and with care she ought to be salved.

Shooting Accident.

Yesterday a Chinese passenger by one of the coasting steamers was admitted to the Government Civil Hospital suffering from a gunshot wound in the shoulder. It appears that one of the officers of the ship had been examining a Winchester rifle in his cabin, and the rifle was accidentally discharged, the ballet passing through the floor of the compartment and wounding the Chinaman who was on the deck below.

British Naval Officer Shot.

A New York telegram, dated April 16, published in the *Manila Times* states:—'A tragic affair has occurred at Victoria, B. C., which is most deplorable in its fatal results. A hot argument arose between Lieutenant Burns of the Canadian Artillery, and Lieut. Scott of the British Navy, as to the authority of the latter in the dock at Victoria, B.C. The Canadian officer disputed the authority of the British naval officer. High words were passed and the argument had carried the Canadian officer into such a state of excitement and frenzy that he suddenly drew his revolver and fired on Lieut. Scott with fatal result.

An Exciting Experience.

Mr Naylor, who was recently admitted to practise at the Supreme Court, Hongkong, had an exciting experience on April 8 while returning to Bangkok. Mr Naylor was a passenger by the steamer *Macheu*, which stuck on the bar. To relieve the tedium of waiting a sail in a boat was suggested. The *Bangkok Times* says:—A dhingy without ballast was put over in a good breeze, and sailed all right on the wind, but directly she commenced to run before it, through some mishap, perhaps too much sail, the boat turned over, and Mr Naylor, the second officer, and two Chinese were left clinging to her bottom for three-quarters of an hour. They were then rescued from the ship.

The West River.

A correspondent who has been on a visit to the West River writes that he was struck with the fact that there is a large increase in the number of Chinese travelling on the river steamers. He states that the two or three steamers plying daily between Hongkong and Samshui are packed to their utmost capacity with Chinese, and he fears that the result of an accident would be a serious loss of life. The Chinese steamship companies, who practically control this trade do not make much provision for the comfort of the passengers by their steamers. Most of the passengers board the steamers at Kongmun, and come from Kongmun, San Ui, and the more distant cities of San Ning, Hoi Ping and Yan Ping, the thriving markets of San Cheung, Cheung Sha, Tik Hoi and Chik Hom; and it may be said that Hongkong owes much of its business prosperity to the merchants who have their homes in these centres. Our correspondent gives several instances of the outrages by pirates and robbers, and says that the liberal-minded of the Chinese are anxious for some foreign power to take over the control of the district. He concludes, 'It is rumoured that the French are seeking to obtain a hold of the Canton Province, and, as a rule, the French priests play an important rôle in the Chinese yamens; but the people would prefer the rule of any other foreign power to the French, and would particularly welcome the control of Britain or the United States. The plague, which last year raged so violently in this region, has not yet made its appearance—at all events if there are any cases they are very few.'

The U.S. and Siam.

It is reported that the registration of Chinese in the American Consulate has been stopped and that the U. S. A. Government has entered into an agreement with the Siamese Government whereby they declare that there shall no longer be any Chinese American citizens and proteges in Siam.—*Siam Free Press.*

HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

To-day, an extraordinary general meeting of the Hongkong Rope Manufacturing Company, Limited, was held at the offices of Messrs Shewan, Tomes and Co., the General Managers. Mr R. Shewan presided, and the other gentlemen present were—Messrs D. Gillies, J. H. Lewis (Directors) and A. Babington, C. Ewens and E. Kelly.

It was stated that the meeting had been called for the purpose of confirming a special resolution passed at the extraordinary general meeting of the Company held on 3rd April last. The resolution was as follows:—

'That the new regulations, already approved by this meeting and for the purpose of identification subscribed by the chairman thereof, be and the same are hereby approved and that such regulations be and the same are hereby adopted as the regulations of the Company to the exclusion of all the existing regulations thereof.'

The Chairman moved that the resolution be confirmed.

Mr Gillies seconded and the motion was carried unanimously.

'FRAGRANT WATERS' MURMUR

That the business connected with the Whitehead Address developed some very curious characteristics on the part of our Chinese fellow-citizens.

That I have heard of many Europeans who were quite ready to sign a laudatory address without taking the trouble to read it, but it was certainly a novelty for the man presenting an address to disclaim all knowledge of its contents a day or two after its presentation.

That whoever wrote the address would have done well had he confined himself to laudation, and left the other members of Council severely alone

That laudation and invective make a questionable mixture, and in this case it did not tend to enhance the compliment meant to be paid to Mr Whitehead.

That perhaps if all such addresses were abolished, the world would be none the poorer and its inhabitants would be quite as happy.

That residents will be very pleased to hear, and it will be good news to the housewives of the Colony, that H.E. the Acting Governor has resolved to do his utmost to grapple with this question of our too dear food supply.

That I see you gave us the names of the Commission appointed to consider and report upon this matter.

That the names are those of residents whose opinions are worth having and who will doubtless throw much light upon the difficult problem.

That it is, therefore, all the more satisfactory to know some action is to be taken upon the report they will give, and that the time and labour to be given by these gentlemen for the public will not be altogether wasted.

That in Canton a question of this nature is easily and summarily disposed of, but, unfortunately for some reasons, we are not in Canton.

That, so far as can be seen at present, the encouragement of our own people in the New Territory to meet our wants is the only solution which presents itself; but of course the Commission may, and I believe will, make any amount of valuable suggestions, and the Government do possess some hold over the Guilds, else my notions are wrong.

That the big land deal at Quarry Bay was fixed the other day, and I honestly believe the Government are now glad it is satisfactorily arranged.

That the policy of meeting and encouraging local industries was not manifest at the outset, but it was declared later on, and the consequence was the biggest land sale on record.

That Messrs Butterfield and Swire evidently believe in the staying power of Hongkong, and all honour to them for doing so.

That the report of the Hon. the Director of Public Works shows conclusively how the demands of the New Territory have seriously interfered with pressing public works on this side.

That most residents will entertain a grudge at our genial Governor, Sir Henry Blake, over this starvation of our urgent public works, until such time as the despatches are published which may or may not have instructed him to do so.

That it is the duty of a Governor in a Crown Colony to see for himself what are the requirements of the Colony he governs, and to advocate the adoption of measures to meet them.

That if Governor Blake has failed to do so, or has given way in a first tussle with the Permanent Officials of the Colonial Office on those points, then he has come short of his duty in the real interests of the Colony.

That I do not say this is so, but as the Honourable Thomas Whitehead has gone Home, (and we have not heard for certain who takes his place), it is well to leave the decision to the production of despatches.

That it was a pity the Hon. F. H. May was physically incapacitated to occupy two seats in the Legislative Council at the same time—seats which were some ten or twenty yards apart.

That in Mr May we have an official who commands respect for his past services and for his known honesty, straightforwardness, and fearlessness; but it is too much to expect he could sit on two seats, ten yards apart, at the same moment.

That the less said at the moment about the movements of our army in South Africa the better, because (as to the past) we shall have the despatches themselves, and (as to the future) we shall get the results in a few days' time.

That it is, on the whole, satisfactory to have men like Lords Roberts and Kitchener who have the strength of mind to criticise blunders, so as to prevent their repetition in future.

That, although some are of opinion this so-called bickering—it ceases to be bickering when the Field Marshal says his say—might have been kept over, I fancy it was pushed forward by Gents. Buller and Warren, and had to be squared up by the Head-man.

BROWNIE.

VESSELS AT THE DOCKS:—At *Kowloon*.—Isla de Cuba, Taiyuan, Ness, Progress, H.M.S. Fame, H.M.S. Humber.

Cosmopolitan.—Don Juan de Austria, Independent, Mamang.

Aberdeen.—Mobile Bay.

TELEGRAMS.

REUTER'S SERVICE.

LONDON, 19th April.

THE WAR.—THE FREE STATE.

Torrential rains in the Free State are delaying transport work though securing the water supply.

The *Standard's* correspondent at Bloemfontein states that there are 1,000 sick in the field hospitals.

The *Daily Mail* correspondent says that a force of Boers has started to intercept General Carrington's force in Rhodesia.

THE ASHANTI TROUBLE.

A force of Bluejackets and Houssas has been landed at Accra. The Governor of the Gold Coast asks for all available forces. Coomassie is closely invested.

LATER.

THE BOER PEACE COMMISSION IN EUROPE

The Boer peace delegates are still at the Hague and have had an audience with the Queen. It is understood that their mission is futile as no Power will intervene.

THE WAR.—NATAL.

Reuter's correspondent at Ladysmith says that the Boer Commandos, estimated at 15,000 strong, scattered over the fortified ridges between Sundays River and Dundee are vainly awaiting the British advance.

THE CHINA SQUADRON.

H.M.S. *Argonaut* has been commissioned to replace H.M.S. *Undaunted* on the China Station.

SUPREME COURT.

IN CRIMINAL SESSIONS.

(*Before His Honour Sir J. W. Carrington, Chief Justice.*)

Saturday, April 21.

THE ALLEGED ATTEMPTED BRIBERY—INDICTMENT QUASHED.

Tsoi Tseung was again placed in the box, and his Lordship gave judgment upon the point of law raised, as to the indictment, by Mr Slade, representing the prisoner.

His Lordship said that when the indictment was first read Mr Slade, on behalf of the defendant, took exception to it on the ground that it was too general in its terms and did not set forth the act in respect of which the conduct of the public servant (Inspector Wilmer) was said to have been influenced, or proposed to be influenced. After argument he supported Mr Slade's exception and directed the indictment to be amended by setting forth the particular act by which the conduct was said to be influenced. That was done and the indictment now quite clearly showed what were the matters in regard to which the public servant was acting, and in regard to which the defendant was alleged to have influenced his conduct. But Mr Slade now took exception to the indictment, as amended, on the ground that it did not show any offence by the law—that the statement of particulars showed that the public servant was not acting within the scope of his powers, and that he [illegible] for the time being not a public s[illegible] all, and, therefore, an offer of a [illegible] him, in respect of that matter, co[illegible] be said to influence his conduct as [illegible] servant. It would be proper to consider what would be the effect of the indictment as it now stood. It set forth that Inspector Wilmer, the prosecutor, was a public servant and specifically held the office of Inspector of Nuisances; that the defendant was engaged in certain building operations in Victoria and, that on the date in question prosecutor, acting as such public servant, requested the defendant to remove certain obstructions of the nature of building materials which he had placed in the street, these obstructions being apparently connected with the building operations, and that thereupon the defendant offered to the prosecutor a bribe of $5, with a view to influence his conduct as such public servant aforesaid. In regard to his action as regarded these obstructions it would be necessary on the face of that indictment for the Crown to prove that the prosecutor held the office of Inspector of Nuisances and that in requesting the defendant to remove the obstructions he was acting within the scope of his powers as Inspector of Nuisances. If they failed in that proof then they failed on the indictment. It appeared that the action taken by the prosecutor was not within the scope of his powers as a public servant, that was as an Inspector of Nuisances. It would be advisable to examine the ordinance bearing on this question and one naturally turned, in the first instance to the Public Health Ordinance, because an Inspector of Nuisances was an officer of the Sanitary Board and was no doubt *prima facie* in charge of matters relating to public health. His Lordship then entered upon a lengthy examination of the various ordinances bearing upon Sanitary matters and the duties of Sanitary officials. Under the Public Health Ordinance, 1887, Section 13, powers were given to the Sanitary Board to make bye-laws with regard to a large number of matters affecting the public health. Amongst these matters, however, there was no specific mention of anything in the nature of removal of obstructions in the streets, in fact nothing quite touching the present case. Under section 16 a definition was given at some length of the word nuisance as used in the Ordinance, and it was only this that seemed to touch the present point. In section 12 of the ordinance, to which he referred, standing orders had been made by the Sanitary Board for the guidance of Inspectors of Nuisances in the performance of their duties. He had looked carefully through these standing orders and he did not find anything which bore directly on this present matter—nothing that gave power to the Inspectors of Nuisances to request the removal of, or in any way to deal with obstructions on the streets simply as obstructions. His Lordship quoted paragraphs 4 and 5 of the ordinance relating to this matter, and remarked that they were not dealing with the contractor. They were dealing with a man engaged in building operations and it was quite a different case. Then again these obstructions did not, on the form of the indictment as it stood, raise the question of cleanliness at all. It was not alleged in any way that the Inspector of Nuisances was acting in this matter in fulfilment of his duties. Referring to the Building Ordinance 1889, there was not the least doubt, he said, that the officer charged with the carrying-out of its provisions was the Director of Public Works who, he supposed, was the Surveyor General. Having quoted section 57 of that Ordinance his Lordship said that, no doubt, this was the very case that was contemplated by the indictment. That was to say there were building operations going on, there was a public pathway and thoroughfare occupied by building materials during the progress of the operations, and the Ordinance said that such a state of things shall not take place without the sanction in writing of the Surveyor General, the Director of Public Works

The Attorney General (Mr W. Meigh Goodman)—The latter part of that section I attach importance to.

His Lordship—There is a specific direction there that, in the course of this erection or repair of buildings, due care is to be taken that such channel is not to be obstructed by the hoarding or the building material. Continuing, his Lordship said that this indictment looked on the face of it to be a contravention of this section of the law. By section 77 of the Ordinance, nuisances under the Ordinance were defined and every act, failure, neglect, omission or refusal whereby any section of the ordinance was contravened. It was quite clear then that, coupling Section 57 with Section 77 (paragraph 3), leaving building materials in the side channel, while a building was being erected or repaired, was a nuisance within the meaning of the Ordinance. The question arose, seeing that the indictment seemed framed under the Buildings Ordinance of 1889, whether that being so an Inspector of Nuisances—an officer of the Sanitary Board—had any jurisdiction or power in respect of such offence. He (His Lordship) confessed that he was unable to see that the Inspector had any such authority. On examination of the Ordinance he could not find that Inspectors of Nuisances were vested with powers in any way with regard to these nuisances, and it would be necessary, of course, that legislation or regulations be made with a view to vesting them with powers of that kind under the Building Ordinance, and if they were to have powers under that Ordinance it would be necessary to have these powers specified. Although therefore, this indictment might show an offence under the Building Ordinance, it did not show that the prosecutor, or Inspector of Nuisances, was acting in pursuance of any powers conferred on him by law. His Lordship then briefly referred to the 'Good Order and Cleanliness Ordinance' of 1845 which deals with a large number of nuisances which might be described more or less as being police nuisances, affecting, not the public health but the public convenience. Quoting a passage from the enactment of 1845 in which it stated that persons would be liable to a penalty who set out, or left any scaffolding, bricks, lime, boxes, or cases of merchandise, or any other matter, or any thing which shall in any way obstruct the thoroughfares, his Lordship said that it was quite clear that bricks were in question. According to the indictment they were left on the channel at the side of the street, and no doubt they would obstruct. That would be a nuisance within the meaning of this enactment, but there was a special procedure pointed out in regard to persons in this connection, and that procedure was that any constable belonging to the Police Force might without warrant take the offender into custody, or, if the offence was committed out of view of the constable, any party injured or inconvenienced might make a complaint. As he had already said the Ordinance comprised a large number of nuisances affecting the public order and public convenience and the question arose whether Inspectors of Nuisances had jurisdiction. Under this Ordinance, it was quite clear that jurisdiction would be quite outside the scope of their general function. He thought, before it could be found that an Inspector of Nuisances had jurisdiction or power in respect of any matter under the Ordinance, it would be necessary to show what that jurisdiction or power was. There was nothing of that kind before him and he could not hold, as the matter stood, that an Inspector of Nuisances could select any of the nuisances in the Ordinance and hold that he had power in respect of them and proceed to put the power into force. His Lordship thought that that would not be in accordance with the law. In this case it was not shown that there was any law to support the allegation in the indictment, that in requesting the removal of this obstruction from the public street the prosecutor was acting as a public servant,—that was to say as an Inspector of Nuisances—that he had jurisdiction to make that request and to take proceedings in respect of this obstruction. His Lordship thought therefore, that, on the face of the indictment, there was no law to support this material allegation which would be necessary if a trial took place. Mr Slade's argument was well founded and the indictment disclosed no function cognisable by the law. He thought, therefore, that the result must be that the indictment must be quashed and the defendant discharged.

The Attorney General—I don't propose to file any other indictment. I could not alter the facts in any way. Some days ago I may say I felt the difficulty in this case, and I had some doubt. However, I came to the conclusion that it would be better to leave the matter before your Lordship.

His Lordship then discharged Tsoi Tseung from the bar and thanked the gentlemen, who had been summoned as jurymen, for their attendance.

Steamers Expected.

The O. S. S. Co.'s s.s. *Tantalus* left Singapore on the afternoon of 16th April, and is due in Hongkong on 21st April.

The N. Y. K. s.s. *Awa Maru* left Singapore for this port on the 18th April, and is expected to arrive on the 24th April.

The N. Y. K. s.s. *Kagoshima Maru* left Kobe, via Moji for this port on the 18th April, and is expected to arrive here on the 25th April.

The N. Y. K. s.s. *Bingo Maru* left Kobe, via Moji for this port on the 18th April, and is expected to arrive here on the 25th April.

The Gibb steamer *Airlie*, from Sydney, &c., left Port Darwin on the 18th April, for Manila and Hongkong.

The N. P. Co.'s s.s. *Doiny Vostok* has arrived at Yokohama, and sails for Kobe on the 6th April.

The N. P. Co.'s s.s. *Saint Irene* has arrived at Yokohama, and sails for Hongkong on the 5th April.

The Cal. & O. S.S. Co.'s s.s. *Carlisle City* left San Diego on 17th March.

Latest Advices.

The N. Y. K. s.s. *Yamato Maru* (Australian Line) left Nagasaki for this port on the 20th April, and is expected to arrive here on the 24th April.

The s.s. *Suisang*, from Calcutta and Straits, left Singapore for this port on Friday, the 20th April, at 5 p.m.

The C. P. R. Co.'s s.s. *Empress of Japan* left Vancouver for Hongkong, via usual ports of call, on Thursday afternoon, the 19th April.

NEW SURVEY OF THE CHINA COAST.

[CONTRIBUTED.]

The discovery of uncharted rocks now and then brings very forcibly before seamen, shipowners, insurance companies, the travelling public and last but not least, H.M. Navy, the hidden dangers to which ships are exposed in the partially-surveyed coast of China. Of the long list of pinnacle rocks scattered up and down the coast many have been discovered at the cost of the loss of many valuable ships—a deplorable chapter of accidents. Now, however, owing to the greater draught of steamers, especially men-of-war, the danger is enormously increased, but, fortunately, owing to the double bottom the loss of life is now much less than in the old days. The case of the I.G.S. *Kaiser* is an unfortunate but good example. She, by her accidents, has made some valuable discoveries, but at the expense of spending a great deal of her time in dock. Even in our well-surveyed harbour of Hongkong the deep draught tank steamers have recently twice picked up rocks to the northward of Stonecutter's Island. Also the discovery of two rocks to the south of Namoa Island greatly detracts from the value of the anchorage there, which formerly used to be looked on as a commodious one. All honour to our early surveyors, who had much to contend against—such as small crews, no steam launches, often the hostility of the natives. The wonder is that they did their work so well. That England should be called upon to take a re-survey of the whole coast of China is unreasonable. Why not have 'spheres of influence,' why should not each nation, which has important trading interests, take a proportionate share in the work of surveying? That China herself should make a survey of her coast is hardly to be expected. I am afraid too that we should have very little confidence in the the result unless done under the supervision of Europeans. But if an Imperial decree were issued by the Chinese Government, making the headmen of the coast towns and fishing villages responsible for giving information concerning uncharted rocks in their own vicinity, I feel sure that some startling discoveries would be made. All patches of rock, perhaps without exception, I believe, are known to the fishermen either as a good place for line fishing, or as a place to be avoided by the trawl. And I am told that every sunken wreck is quickly located by the fishermen. It stands to reason that a people who have fished and sailed on their coast for time immemorial must know well whatever rocks there are in their own neighbourhood.

The deplorable secretiveness of the Chinaman is the great stumbling block. Although a Pinnacle Rock fund was started some years ago in Hongkong it seems to have done next to nothing, for the simple reason that in the case of a fisherman reporting a sunken rock known to his neighbours, he would have to divide the reward with them, so that his own share would be so trifling as not to be worth his while to report. Our surveying ship has always been looked upon with suspicion, and never seems to have got into touch with well-informed natives. The Customs Cruiser is little better, for it is engaged in suppressing smuggling and piracy, and is decidedly unpopular.

Invariably when a vessel comes to grief on a submerged rock the local fishermen say—'We told you so, for generations this rock has been known to us.' The rock on which the s.s. *Namoa* struck in the Hainan Straits was well known to the junk people, and, shameful to say, to the local Chinese gunboats. The Lorne rock off Hainan Island, on which the s.s. *Lorne* struck, when hundreds of Chinese and nearly all of the European officers were drowned, was also well known locally. The search made for this rock by our gunboats and by the Customs Cruisers was for a long time fruitless. It was only recently localised by Captain Eldridge, of the R. C. *Kaipan*, who failed at first in spite of offers of reward, but at last with great tact succeeded in getting a local junk master to guide him to the rock. It was only the other day that the Americans lost a fine ship in an uncharted rock off the Philippines; and during the French and Japanese occupation of the Pescadores in the years 1885 and 1896 respectively, their ships struck many uncharted rocks with more or less damage. The locating of these hidden dangers I regard as of national importance. Should one of our deep draught battleships rip her bottom out and founder, away goes at million of money, and probably many hundreds of valuable lives. If it should happen in a time of war, who can estimate the possible disasters which might result from the temporary disablement, not to mention the total loss, of a battleship on a distant station.

CHUTNEY.

(Manufactured by the Firm of Irresponsible Chatter and Co.)

Her Most Gracious Majesty, the Queen has a Consul on the West River who is ultra-particular, and who does not believe in the efficacy of filters for purifying the water of the noble stream which rolls by the walls of Wuchow. He gets his drinking water sent up from the pure—or otherwise—sources of Tytam, Pokfulam or elsewhere about the Island of Fragrant Streams, and when this resource fails him, uses Watson's soda water to make his soup with. The common or garden water is sent up to him in two square iron tanks, the top of which the Chinese passengers consider quite luxurious sleeping accommodation. A recent visitor to the Far West has expressed to the Firm his opinion that *hoitan shin* is all right with whisky, but that it decidedly interferes with the flavour of soup, to the last named's prejudice.

* * *

When the mountain won't come to Mahomet, the latter goes to the mountain. The failure to provide a school for European children in Kowloon, despite gifts of land and money, has induced the Sisters of the Italian Convent to come forward and fill the vacancy. A school for preliminary instruction has been started by them on the Peninsula, in a bungalow near the officer's mess. Whether the school developes or not, depends upon the support it receives.

* * *

Gussy, whose poetic mind yearns for solitude, has bought one of those wooden framework houses—a specimen of which was lately on view opposite the sea face of the Hongkong Hotel—dumped it down on a secluded spot at the back of the rifle range and has taken out a squatter's license. He is of opinion that he will be able to grind out his slush more rapidly being thus isolated, so we may expect to hear from Gussy in the near future. We believe that three of these convenient structures have been secured for the use of the staff of the I. M. C. at outlying stations, and that it is probable they will be used in the new territory for the European staff.

* * *

The Soldiers' Club, recently opened by H. E. General Gascoigne, marks a distinct step in the right direction. To ensure the soldier and sailor against the wiles of the low drinking dens of the West End of our most unsalubrious city, is a point gained, if only Tommy Atkins will continue to regard it as a boon and a blessing. The officers, headed by the General Commanding, have come forward in no niggard spirit, and have given the soldier, the sailors, and the volunteer the benefit of a Club conducted on the same lines and the same advantages they themselves (the officers) possess. If our gentlemen in khaki do not appreciate the boon, the fault will be with themselves alone, and they will have deserved less than they have received.

* * *

What price Hongkong Volunteers? Although the Government, in its infinite wisdom, has refused to accept our loyal offer of fifty men and a Maxim for service in South Africa, it is satisfactory to know that some of us get there all the same. One of the Hayward boys was early at the front and was wounded, and the Firm now learn that Mr J. S. Sanderson, late of the Tai Yeuk Fong, is going south with the Army Medical Staff Corps. Luck to you, Jack, and we trust that the badge on your arm will never become a target for Boer bullets.

* * *

The Firm note that the P.W.D. dredger was largely employed during the year removing the accummulations of city refuse dumped into the harbour at the dust boat stations. Now, why in the name of Mafeking, are not those stations removed from the harbour limits? It seems an absurd waste of both time and money to plank a thing down in one place for the especial purpose of removing it afterwards. If it is not practicable to do what the Firm suggest, why not start incinerators? The residue from these would be eagerly bought up by cultivators. Truly we seem very slow in Hongkong.

* * *

Mr Editor, we, the firm, give you credit for the possession of that quality known as common-sense and, we believe, rightly so, in the main, but your sweeping assertions, at times, are, as it were, a little bit off the mark. Because the Firm of Goode, Son and Matthews have undertaken the construction of our new Pedder's Wharf, at a cost exceeding £10,000, is that a reason to be rendered why it should be worthy of the great shipping port of Hongkong? You did not make this assertion yourself, but you countenanced it by giving publicity to it *sans* comment, thereby implying that you agreed with it. The Director of Public Works is an able and energetic man, and one with knowledge, forsooth, of the work with which he has to deal, and he must have heard of failures in the construction of breakwaters and piers undertaken by the firm engineering our Pedder's Wharf. There were the Algoa Bay and East London breakwaters, both of which could scarcely be regarded as successes and, nearer China, the Colombo harbour works, which have cost considerably more than the original estimates and are not yet completed. However, as Pedder's Wharf is a mere open work iron jetty, its ultimate utility may be looked upon as assured, and it, certainly, has the advantage of being planned and constructed by the greatest marine engineering firm in the world.

* * *

The spectacle of a batch of individuals guilty of moral turpitude, or of minor offences against the laws of the realm, waiting their turn to be sent up and nobody on hand to jug them, is an uncommon one, even in this Island of contradictions and queer occurrences. It is to be hoped that the Acting Police Magistrate, when he turned up the next day, let the poor beggars down lightly. There is an old maxim, if our memory serves us, running thusly: *Fiat justitia, ruat cœlum*, and even Bank holidays cannot be allowed to interfere with this dictum.

* * *

Mr C. Vivian Ladds is very much in evidence just now. Not content with locating the malarial mosquito and arranging for his extermination, he has proceeded to the discussion of the food question, somewhat on the lines indicated by the Firm in these notes, and it is very instructive reading and satisfactory to every person but the unfortunate consumers of the middle and poorer class to know that rack-renting in Hongkong is not confined to private individuals, but that even the Government have a flying at it occasionally and have thus received in rent for stalls at the Western Market nearly three times the original cost of the building. Go on, Mr Ladds, you are doing good work, though scarcely in the curriculum of a Veterinary Surgeon's training.

* * *

There seems to be a lot of weeping and wailing and gnashing of teeth over the Chinese address to the People's Thomas, and a good deal of wholesale contradiction. Wouldn't it be as well to drop the discussion? The address has been presented, by whom engineered it matters little, while the questionable taste of some of the statements therein contained has received all the attention it deserves at the hands of the press and the public.

* * *

The Firm remarked, some time ago, on the foolhardy attempt of M. Gonion to sail a junk home for exhibition in Paris, and it is some consolation to note that the man was not such a fool as his avowed intention would stamp him to be, and that he is now getting his Chinese craft towed towards the place of its destination. Had he persisted, people might have been tempted to comment as he wearily passed each port of call, 'There goes M. G. *off his* onion.'

* * *

Some may argue that it is against the principles of British liberty, equity and political toleration to debar Mr Kang Yu-Wei from residing in Hongkong again, and, in one sense, it is so. On the other hand, however, there exists no earthly reason that we should be put to the expense of safeguarding a man with whom our Government is apparently not in sympathy, and whose vagaries may at any moment break out in a new and unexpected direction. By the way, who are going to wear those uniforms he is reported to have ordered?

* * *

The state of Queen's Road East and of Wanchai has called forth a thoroughly well-deserved protest in the columns of your morning contemporary. As a liver shaker, these roads are simply perfect, but as specimens of the craft of Macadam they are a long way off colour.

HONGKONG SHARE MARKET.

In their Weekly Share Report dated Hongkong, Thursday, 20th April, Messrs Benjamin, Kelly and Potts, state:—

The Easter Holidays have interfered with business to a considerable extent and transactions effected have been on a very small scale.

Banks.—Hongkong Banks rule very quiet and are obtainable at 313 per cent. premium. The London quotation is £58 15. Nationals are steady at $28½

Marine Insurances.—Unions have strengthened their position and are quoted at $128 ex the dividend of $12 paid to-day. China Traders have been done and are wanted at $54½.

Fire Insurances.—There is no business to report in stocks under this heading.

Shipping.—Hongkong, Canton and Macao Steamboats have advanced to $30½ and after sales at $30½ have been done and are wanted at $30½. Indo Chinas have changed hands at $92 and are wanted. Star Ferries have been sold to a small extent at $18½. Douglas shares have been done at $50.

Refineries.—We have heard of no business in either China Sugar or Luzons.

Mining.—Punjoms have declined to $7.10 owing to shares offering from Japan. Queen Mines have fixed at 19 cents. Olivers B. are enquired for at $4 but none are obtainable except at an advance. The Report shows a debit balance at Working Account of $4,133.92 as against a debit balance of $40,071.41 at the end of 1898. Great Eastern and Caledonians have been sold at 70 and 60 cents.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks are firmer and have been taken off the market at 493 and 495 per cent. premium, closing with no sellers under 500 per cent. premium. Kowloon Wharf shares have been booked at $85. New Amoy Docks are in the market at $20½.

Lands Hotels and Buildings.—Hongkong Lands continue in steady demand and have been negotiated at $26. West Points are on offer at $47. Hongkong Hotels are quiet at $120. Humphreys Estate have improved to $10½ sales. China Providents have been bought at $9.85 and $10.

Cotton Mills.—Hongkong Cottons have changed hands at $8 and $8½.

Miscellaneous—Green Island Cements have been in strong request and have been done at advancing rates up to $31½. China Borneos are in demand at $18. Electrics can be placed at $11. United Asbestos have been sold at $6.75.

HONGKONG GENERAL CHAMBER OF COMMERCE.

At the monthly meeting of the General Committee of the Hongkong General Chamber of Commerce, held at 3.15 p.m. on Wednesday, the 18th April, 1900—Present: Messrs. R. M. Gray (Chairman) A. Haupt, Hon. J. J. Keswick, N. A. Siebs, Herbert Smith, and R. C. Wilcox (Secretary).

MINUTES.

The minutes of the previous monthly meeting (held 12th March) were read and confirmed.

RESIGNATIONS FROM THE COMMITTEE.

The Secretary reported that Messrs. H. Ritchie and A. McConachie resigned their seats on the 28th and 29th March respectively and Hon. T. H. Whitehead on the 13th April, and that Sir Thomas Jackson had gone on six months' leave.

The imminence of the annual meeting rendered unnecessary any consideration of these vacancies on the committee.

THE REDUCTION OF CABLE RATES.

Read letter from Tientsin Chamber of Commerce, dated 23rd February, acknowledging receipt of Chamber's circular letters of 10th August and 6th October, and enclosing copy of a resolution passed at their last committee meeting on the subject of cable rates.

Also read letters from Manager in London and the Manager in China of the E. E. A. &c., Telegraph Co., transmitting copy of the letter addressed by the Eastern Telegraph Co., Ltd., to the General Post Office, setting out the basis on which the Associated Companies are prepared to negotiate with the British Government for a general reduction of tariffs to all British Colonies and Dependencies.

A letter of acknowledgment and thanks for the latter had been addressed to Mr Von der Pfordten by the acting Secretary.

The Chairman said he thought there was nothing further to be done in the matter for the present; it would come up at the Congress of Chambers.

TARIFF REVISION IN CHINA.

Read letter from H.E. Sir Claude Macdonald, H.B.M.'s Minister in China, in reply to the Chamber's letter of 22nd February, stating that there was no truth in the rumour that negotiations with the Chinese Government in reference to a revision of the Tariff were being pushed on rapidly.

This letter had, the Secretary reported, already been published in the local Press for general information.

PIRACIES ON THE WEST RIVER.

In connection with the above subject, a letter had been received from the Acting Colonial Secretary, enclosing extract from a letter from Vice-Admiral Sir Edward Seymour suggesting that merchant vessels should take only one route from Samshui to sea, along which they would have the protection of gunboats, and asking the Chamber's opinion on the route named.

After some discussion, in which it was stated that the masters of the steamers plying on the river were being consulted, it was decided to reply to the effect that so soon as the opinions of those concerned had been obtained an answer would be sent to the enquiry.

JAPANESE 'SAFETY MATCHES.'

Read letter from the Government, received on the 6th April, transmitting a suggestion by the Acting Harbour Master that, in view of the fact that two fires had occurred on board vessels in port in consequence of spontaneous combustion of so-called Japanese 'safety matches' among the cargo, these matches should, when the New Merchant Shipping Consolidation Ordinance comes into force, be classed, under its provisions, as dangerous goods.

Considerable discussion ensued on this proposal which it was thought was calculated, if carried into effect, to divert an important trade from the port, and it was decided to write to the Government deprecating immediate action in the direction indicated. It was also resolved to bring the matter to the attention of the Chambers of Commerce at Kobe and Yokohama, with a view to get them to urge upon the manufacturers the desirability of making the matches genuine 'safety matches.'

THE CANADIAN MAIL CONTRACT.

A letter, dated 10th April, from the acting agent of the Canadian Pacific Railway Co. Royal Mail S. S. Line, was read, which announced that the contract for the carriage of the mails from Vancouver to Hongkong will expire in May, 1901, and asked the Chamber to support the Company's application for a renewal thereof.

The subject was discussed at some length, and eventually the following resolution was proposed by the Chairman:—

'That in the opinion of this chamber it is desirable that the contract between Her Majesty's Government and the Canadian Pacific Railway Company for the carriage of mails from Hongkong, *via* the Pacific and Vancouver, which will expire in May, 1901, should be renewed, if possible with an accelerated and fortnightly service.'

Hon. J. J. Keswick seconded, and it was carried unanimously.

POSTAL COMPLAINT FROM MANILA.

Read letter from the Manila Chamber of Commerce complaining of the late receipt at that port of European mails from Hongkong, and pointing out that this arose from injudicious selection of steamers proceeding *via* Amoy.

THE VACANT SEAT ON THE LEGISLATIVE COUNCIL.

Read letter from H.E. the Acting Governor, dated 17th April, and received that morning, stating that Mr Whitehead had been granted nine months' leave of absence and requesting the Chamber to submit the name of some gentleman for appointment to the vacancy.

It was decided to include this nomination at the annual general meeting of members shortly to be held.

THE ANNUAL MEETING.

This was fixed for Monday, the 30th April, at 3 o'clock p.m.

THE DRAFT REPORT

Was then considered, paragraph by paragraph, and passed.

Temperature.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, April 21, 1900.

BAROMETER—	9 A.M.	29.96
Do.	1 P.M.	29.96
Do.	4 P.M.	—
THERMOMETER—	9 A.M.	78
Do.	1 P.M.	79
Do.	4 P.M.	—
Do. (Wet bulb)	9 A.M.	74
Do. Do.	1 P.M.	78
Do. Do.	4 P.M.	—
Do. Maximum		—
Do. Minimum over night		76

Entertainments.

INDIAN FAMINE FUND.

GRAND ENTERTAINMENT.

UNDER DISTINGUISHED PATRONAGE,

April 21st.

Booking Office at the CITY HALL.

Hongkong, April 21, 1900. 813

WHAT HO! SHE BUMPS.

TO-NIGHT, at 9.

WARREN'S CIRCUS.

(Opposite Harbour Master's Office).

CHANGE OF PROGRAMME.

A Congress of New Faces! A Storm of Fun! A Mammoth Programme!

DON'T MISS

The New Comic Acrobats.
The Trio of Wonderful Performing Ponies.
The New and Graceful Trapeze Act.
The Fire Pony.
The Anglo-Japanese Manipulations.
The Side-Splitting Musical Tramps,
And the Greatest Sensation of the age!
The Marvellous Meteors!
Direct from an Unprecedented Success at the Alhambra, London.
The Originators and only Performers of the most Daring and Thrilling Mid-air Evolutions on a Globe and Wire ever witnessed anywhere.

Nothing Ever Curtailed.

BOX PLAN AT ROBINSON PIANO Co.

W. PFLUEGER,
General Representative.

Hongkong, April 21, 1900. 893

THEATRE ROYAL,

Manager ... Mr. JAMES BELL.

SEASON OF 6 NIGHTS ONLY,
Commencing

MONDAY, 23rd April.

FOURTH TOUR ROUND THE WORLD OF THE WORLD-FAMED

ADA DELROY COMPANY.

DELROY — 12—STAR ARTISTES—12 — DELROY

LATELY FROM EUROPE with several STARTLING AND SENSATIONAL NOVELTIES.

MISS ADA DELROY,

THE WORLD'S GREATEST DANCER, In her latest innovation

'SHE,'

THE FIRE OF LIFE
(from Rider Haggard's Novel),
Showing the Transition of Youth and Beauty into a
HEAP OF CHARRED REMAINS.
A TERPSICHOREAN SENSATION.
The Latest London Mystery.
THE CONVICT'S ESCAPE,

THE BIOSCOPE.

200—THE LATEST PICTURES—200
Including Scenes and Incidents in the TRANSVAAL WAR.

MAHATMA — THE WHITE MAHATMA: WEIRD DREAM VISIONS. A Veritable Sensation caused in England by this STARTLING PERFORMANCE. Thousands have testified to the accuracy of her answers. A PSYCHOLOGICAL BEWILDERMENT. — MAHATMA

THE 3 HOURS' ENTERTAINMENT by MISS ADA DELROY, AND HER 12—METROPOLITAN ARTISTES—12 A BOOM.

COME AND EXPECT MUCH.

Admission: $3, $2 and $1.

Box plan at ROBINSON PIANO Co.

Doors open at 8.15. Commence 9 o'clock. Terminate 11.45.

Special Late Theatre Steamers will leave for Kowloon every Evening after the Performance.

Special Late Theatre Tram Cars will leave for the Peak after the Performances on MONDAY, WEDNESDAY and FRIDAY EVENINGS, the 23rd, 25th and 27th Inst.

JAMES MORGAN,
Business Representative.

918

To-day's Advertisements

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP *GLENOGLE*,

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI & SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LTD.,
Agents.

Hongkong, April 21, 1900. 917

NORTHERN PACIFIC STEAMSHIP COMPANY.

S. S. 'DALNYVOSTOCK.'

CARGO SHIPPED by S. S. 'DALNYVOSTOCK,' in TACOMA for HONGKONG, and the South, has been Transhipped at KOBE, and forwarded to HONGKONG, by S. S. 'GLENOGLE,' which arrived TO-DAY, the 21st Instant.

The Cargo will be landed at Kowloon Wharf Co.'s West Point Godown, whence delivery will be made.

Bills of Lading will be countersigned by the Undersigned.

DODWELL & Co., LTD.,
General Agents.

Hongkong, April 21, 1900. 921

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship FORMOSA, Captain DOUGLAS, will be despatched for the above Port on TUESDAY, the 24th Inst., at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, April 21, 1900. 922

Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Australian Ports	Tsinan (s)	Butterfield & Swire	April 25, at noon.
Australian Ports	Eastern (s)	Gibb, Livingston & Co.	May 3, at 4 p.m.
Australian Ports	Yawata Maru (s)	Nipp n Yusen Kaisha	April 27, at 4 p.m.
Bremen & Ports of Call	Prinz Heinrich (s)	Norddeutscher Lloyd	May 2, at noon.
Havre and Hamburg	Sibiria (s)	Carlowitz & Co.	April 24.
Havre and Hamburg	Konigsberg (s)	Carlowitz & Co.	May 10.
Havre and Hamburg	Bamberg (s)	Calowitz & Co.	About May 22.
Havre and Hamburg	Sarnia (s)	Carlowitz & Co.	About June 6.
Iloilo & Cebu	Esmeralda (s)	Shewan, Tomes & Co.	April 27.
Liverpool	Ixion (s)	Butterfield & Swire	April 30.
London & Ports of Call	Bengal (s)	P. & O. S. N. Co	April 28, at noon.
London v. Suez Canal	Alcinous (s)	Butterfield & Swire	May 15.
London v. Suez Canal	Patroclus (s)	Butterfield and Swire	May 29.
Manila	Tsinan (s)	Butterfield & Swire	April 25.
Manila	Monmuir (s)	Shewan, Tomes & Co.	April 24, at 5 p.m.
Manila	Sungkiang (s)	Butterfield & Swire	April 24.
Manila	Yawata Maru (s)	Nippon Yusen Kaisha	April 27, at 4 p.m.
Marseilles v. Saigon	Yarra (s)	Messageries Maritimes	April 23, at 1 p.m.
Moji, Kobe & Y'ma	Miike Maru (s)	Nippon Yusen Kaisha	April 24, at noon.
New York	George T. Hay	Siemssen & Co.	Quick despatch.
New York v. Suez Canal	St. Regulus (s)	Dodwell & Co., Ltd	About May 3.
Portland, Oregon	Braemar (s)	Dodwell & Co., Ltd	June 9, at noon.
Sandakan	Mausang (s)	Jardine, Matheson & Co	April 24, at 3 p.m.
San Diego v. Japan	Carlisle City (s)	Butterfield & Swire	April 30.
S. Francisco v. Japan	Gaelic (s)	O. & O. S. S. Co.	May 1, at noon.
S. Francisco v. Japan	China (s)	Pacific Mail S. S. Co	May 15, at noon.
S. Francisco v. Japan	Hongkong Maru (s)	Toyo Kisen Kaisha	May 8, at noon.
Shanghai	Coromandel (s)	P. & O. S. N. Co.	About April 27.
Shanghai	Kansu (s)	Butterfield & Swire	April 24.
S'hai, Chemulpo & N'ki	Mikawa Maru (s)	Nippon Yusen Kaisha	April 24, at noon.
S'pore, Cl'bo & B'bay	Maria Valerie (s)	Sander, Wieler & Co.	April 22, daylight.
Singapore, Bombay, &c	Kagoshima Maru (s)	Nippon Yusen Kaisha	April 27, at noon.
Swatow, Amoy & T'sui	Tamsui Maru (s)	Mitsui Bussan Kaisha	April 22, daylight.
Tacoma (Wash.), &c	Breconshire (s)	Dodwell & Co. Limited	April 24, at noon.
Vancouver (B.C.), &c	Empress of India (s)	Canadian P'fic R. Co	April 25, at noon.
Yokohama	Owa Maru (s)	Nippon Yusen Kaisha	April 25, at 4 p.m.
Y'ma, v. N'saki, Kobe	Rosetta (s)	P. & O. S. N. Co.	About April 28.

To-day's Advertisements

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED, will be held at the Offices of the Company, 38 and 40 Queen's Road Central, Victoria, Hongkong, on MONDAY, the 30th April, 1900, at Noon, for the purpose of considering, and if thought fit, approving the Draft New REGULATIONS, which will be submitted to the Meeting, and in the event of the approval thereof with or without modifications, to consider and if thought fit, to pass a Resolution to the effect that the New Regulations, already approved by the Meeting, and for the purpose of identification, Subscribed by the Chairman thereof, be and the same are hereby approved, and that such Regulations be, and they are hereby adopted as the Regulations of the Company, to the exclusion of all the existing Regulations thereof.

JOHN D. HUMPHREYS & SON,
Governing Directors.

Hongkong, April 21, 1900. 919

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE & MANILA.

THE Steamship *Maria Valerie*, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 28th Inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th Inst. will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co.,
Agents.

Hongkong, April 21, 1900. 920

SHIPPING.

ARRIVALS.

April 21.

Hermes, Norwegian str., from Canton.

Maria Valerie, Austrian str., 2,648, A. Fellner, Kobe April 7, General.—SANDER, WIELER & Co.

Glenogle, British steamer, 2,399, Frakes, Tacoma, U.S.A., March 20, General.—DODWELL & Co., LD.

Formosa, British str., 674, J. T. Douglas, Swatow April 20, General.—DOUGLAS STEAMSHIP Co.

Peiyang, German str., 953, R. Köhler, Hongay April 18, Coal.—SIEMSSEN & Co.

Benrenue, British steamer, 1,467, James Potter, Saigon April 17, Rice.—GIBB, LIVINGSTON & Co.

Phra Nang, British str., 1,021, A. S. Calder, Bangkok April 11, and Swatow 20, Rice and Timber.—MELCHERS & Co.

Norma, British 4-masted barque, 1,999, D. McDonnell, Cardiff via Anjer Oct. 4, Coal.—ORDER.

Shangkiang, British steamer, 1,021, S. W. Moore, Manila April 18, Hemp and Sugar.—BUTTERFIELD & SWIRE.

Jason, British str., 1,336, W. C. Lycett, Singapore April 14, General.—BUTTERFIELD & SWIRE.

DEPARTURES.

April 21.

City of Peking, for Shanghai and San Francisco.

Bankoku Maru, for Hongay.

Takegami Maru, for Moji.

Dérwjo, for Honolulu.

Taiwan Maru, for Moji.

Progress, for Chefoo.

Kasuga Maru, for Nagasaki.

Choysang, for Shanghai.

Haiman, for Swatow.

Ibuki Maru, for Kobe.

Irene, for Shanghai.

Eskdale, for Yokohama.

Hermes, for Hongay.

Catherine Apcar, for Singapore and Calcutta.

CLEARED.

Kweiyang, for Swatow.

Valkyrien, for Bajang.

Apenrade, for Haiphong.

Tamsui Maru, for Swatow.

Tritos, for Saigon.

Haitan, for Swatow.

Hating, for Haiphong.

Hailan, for Hoihow.

PASSENGERS.

ARRIVED.

Per *Maria Valerie*, from Kobe, Mr Munozand son.

Per *Glenogle*, from Tacoma, 50 Chinese.

Per *Formosa*, from Swatow, 52 Chinese.

Per *Sungkiang*, from Manila, Messrs M. Shinson, F. Jackson, A. Hoorwoles, De La Tour, Rosario Salas, M. Alonso, C. Hano, E. Elera, G. Griebsana and 3 children, Messrs F. Metters, H. Bowles, A. Gillot, E. McKenzie, H. Ellis, E. Stronger, W. Fawkes, W. S. Neill, E. Hargreave, R. Anning, Mr and Mrs Broadhurst, Miss Anning, Miss Forlong, and 100 Chinese.

Per *Jason*, from Singapore, Messrs G. and J. Taylor, and 300 Chinese.

DEPARTED.

Per *City of Peking*, for Shanghai, Mr H. G. C. Hallock, Mr Lum Kai Sang and servant, Mrs F. v. Mussow, Mrs Mok She, Mr A. P. Stokes, Mrs Chan Seo, Mrs Lee Sea, Mr Loo Fat Hing, Master Ying Yee Lau, 2 Misses Lum Lui, Mr S. Kessabe, Mr F. McPherson, Mr J. Budgen, Master Loo Kit and Master Loo But Moy, 3 Indians, 2 Chinese girls and 1 Chinese; for Nagasaki, Lieut.-Com. Bull, U.S.N., and Ensign H. Laning, U.S.N.; for Kobe, Mr and Mrs E. Walker; for Yokohama, Dr F. Kruger, Mrs Kruger, child and 2 amahs, and Master Kruger; for San Francisco, Dr and Mrs E. Lodge, Mr Li Au She, Mr Lee Gap, Mrs Lung So and child, Miss Li Quai, Miss Lee Tooey Kan, Miss Gew Gan, Master Lee San, Mrs John Carroll, Master Irene Carroll, Master John Carroll, Mr John Carroll, Miss F. B. Pass McClure, Mr George Ade, Mr and Mrs F. Lunsen; for Minneapolis, Mrs Caldren, Miss Edna Caldren, and Master Arthur Caldren; for Pittsburg, Pa., Mrs E. H. Braddock, and Mr W. Braddock; for New York, Mr C. Klinck, and Master George Klinck; for London, Capt. Davidson Hauston, Mr and Mrs J. Van Aalst, Mr E. W. Hayward, Dr Randolph Magnes, Mr Broome L. Witts, and Mr H. Gill; for Havre, Mr Pierre Blanc.

SHIPPING REPORTS.

The British steamer *Formosa* reports: Light Easterly winds, smooth sea and hazy weather. Steamers in Swatow: *Chowtai*, *Szechuen*, *Sinsan*, *Cheung Hock Kiau*, *Tientsin*, and *Kweilin*.

The British steamer *Sungkiang* reports: Light N'ly winds, smooth sea, very fine weather.

The British steamer *Jason* reports: Light N.E'ly winds and fine clear weather.

POST OFFICE NOTICES.

MAILS will close:—

For CANTON.—
Per *Powan*, at 9 a.m., on Sunday, the 22nd April.

For CHEFOO & NEWCHWANG.—
Per *Pronto*, at 9 a.m., on Sunday, the 22nd April.

For FOOCHOW & SWATOW.—
Per *Teichong*, at 11 a.m., on Monday, the 23rd April.

For SINGAPORE, PENANG, COLOMBO & BOMBAY.—
Per *Marie Valerie*, at noon, on Monday, the 23rd April.

For MOJI, KOBE & YOKOHAMA.—
Per *Miike Maru*, at 11 a.m., on Tuesday, the 24th April.

For MOJI, KOBE, YOKOHAMA, VICTORIA & TACOMA.—
Per *Breconshire*, at 11 a.m., on Tuesday, the 24th April.
Per *Glenogle*, at 10 a.m., on Saturday, the 28th April.

MAILS BY THE FRENCH PACKET.—
The French Contract Packet *Yarra* will be despatched on MONDAY, the 23rd April, with Mails to the United Kingdom, the Continent of Europe, and places beyond, *via Marseilles*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, Madras, the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.
Circulars at 9 a.m.
Registration at 11 a.m.
Papers at 11.30 a.m.
Registration, with late fee of 10 cents, up to 11.45 a.m.
Letters, at noon.
Late Letters 12.10 to 12.30 p.m.

MAILS BY THE CANADIAN PACIFIC RAILWAY CO.'S PACKET.
The Canadian Pacific Mail Packet *Empress of India* will be despatched on WEDNESDAY, the 25th April, with Mails, for Shanghai, Japan, United States, Canada, &c., which will be closed as follows:—
10.00 A.M. Registry ceases.
(Registration, with late fee of 10 cents, up to 10.45 a.m.)
11.00 A.M. Post-Office closes, but Correspondence may be posted on board the Packet, *with the Late Fee of 10 cents extra Postage*, until the time of departure.

Opium Quotations.

HONGKONG, April 21, 1900.

New Patna, cash	—
Old Patna, cash	940
New Benares, cash	880
Old Benares, cash	937½
New Malwa, credit	—
Allowance, Taels	—
Last Year	900/901
Allowance, Taels	—
Old Malwa credit	920/93
Allowance, Taels	—
Persian, Oily, cash	—
Allowance, Taels	—
Persian, Paper tied long	—
Allowance, Taels	—
Persian, Paper tied long cakes	—

Shipping.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship KWEIYANG, Captain OUTERBRIDGE, will be despatched as above on SUNDAY, the 22nd Inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, April 20, 1900. 823

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through Rates to PERSIAN GULF, BLACK SEA, LEVANT and ADRIATIC PORTS).

THE Company's Steamship MARIA VALERIE, Captain A. FELLNER, will be despatched as above on SUNDAY, the 22nd Inst., at Daylight.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., *Agents.*

Hongkong, April 18, 1900. 848

THE OSAKA SHOSEN KAISHA, LD.

FOR SWATOW, AMOY & TAMSUI.

THE Company's Steamship TAMSUI MARU, Captain K. SORAJIMA, will be despatched for the above Ports on SUNDAY, the 22nd Inst., at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, *Agents.*

Hongkong, April 18, 1900. 883

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship KANSU, Captain SOMERVILLE, will be despatched as above on TUESDAY, the 24th Inst

For Freight or Passage, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong April 20, 1900. 912

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SANDAKAN, *VIA* GAYA.

THE Company's Steamship MAUSANG, Captain KINOCH, will be despatched as above on TUESDAY, the 24th Inst., at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., *General Managers.*

Hongkong, April 19, 1900. 905

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship MENMUIR, Captain R. W. ALMOND, will be despatched for the above Port on TUESDAY, the 24th Inst., at 5 p.m.

The Attention of Passengers is directed to the excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light, and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage apply to SHEWAN, TOMES & Co., *General Managers.*

Hongkong, April 18, 1900. 896

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship TSINAN, Captain ANDERSON, will be despatched as above on WEDNESDAY, the 25th Inst.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines.

A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, April 14, 1900. 864

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with Indo-China Steam Navigation Co.'s fortnightly service hence to Calcutta. Sailings from Calcutta for Cape Ports every fortnight.

For Freight and further particulars, Apply to DODWELL & CO., LTD., General Agents for China and Japan.

Hongkong, March 27, 1900. 700

Shipping.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship SUNGKIANG, Captain MOORE, will be despatched as above on TUESDAY, the 24th Instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is lifted throughout with Electric Light

For Freight or Passage, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, April 20, 1900. 914

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR ILOILO AND CEBU.

THE Company's Steamship ESMERALDA, Captain A. RAMSAY, will be despatched as above on the 27th Inst.

This Steamer has superior Accommodation for Passengers, and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., *General Managers.*

Hongkong, April 9, 1899. 823

OCEAN STEAMSHIP COMPANY.

FOR LONDON, *VIA* SUEZ CANAL.

THE Company's Steamship PATROCLUS, Captain DICKENS, will be despatched as above on TUESDAY, the 29th May.

For Freight, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, April 19, 1900. 901

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

(Taking Cargo at LONDON Rates).

THE Company's Steamship IXION, Captain THOMPSON, will be despatched as above on MONDAY, the 30th Instant.

For Freight, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, April 19, 1900. 902

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

THE Company's Steamship MACHAON, Captain HANNAH, will be despatched as above on TUESDAY, the 1st May.

For Freight, apply to BUTTERFIELD & SWIRE, *Agents.*

Hongkong, March 29, 1900. 719

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship EASTERN, Captain ELLIS, will be despatched for the above Ports on THURSDAY, the 3rd May, at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versa.*

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., *Agents.*

Hongkong, April 6, 1900. 794

FOR NEW YORK *VIA* SUEZ CANAL.

THE Steamship ST. REGULUS, will be despatched for the above Port on or about the 3rd May.

For Freight, apply to DODWELL & Co., Ltd., *Agents.*

Hongkong, April 16, 1900. 877

FOR NEW YORK.

THE 3/3 L. I. I. British Ship GEORGE T. HAY, SPICER, Master, is ready to load and will have quick despatch.

For Freight, apply to SIEMSSEN & Co.

Hongkong, April 9, 1900. 821

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AND AMERICAN PORTS.

THE Steamship *BENGAL*, Captain S. BARCHAM, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 28th April, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed *viâ* Bombay with Transhipment.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, *Acting Superintendent.*

P. & O. S. N. Co.'s Office, Hongkong, April 14, 1900. 867

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL & RIVER PLATE.

ON **MONDAY**, the 23rd Inst., at 1 p.m., the Co.'s S. S. *YARRA*, Captain ROGIANO, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES *via* BOMBAY.

This Steamer connects at COLOMBO with the s. s. *Austr lien*, which vessel takes on her Passengers and Mails, leaving that Port on the 5th May, direct to SUEZ, PORT SAID and MARSEILLES.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m.; Specie and Parcels until 3 p.m. on the 22nd April. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office:

G. DE CHAMPEAUX, *Agent.*

Hongkong, April 11, 1900. 841

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD Co.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO, AND SAN FRANCISCO *VIA* INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, MEXICO, THE CENTRAL and SOUTH AMERICA, Etc.

Carlisle City.....3002...On 30th April.
Strathgyle.....5023...About 10th May.
Belgian King.....3379...About 5th June.
Thyra.....3812...About 8th July.

THE S.S. *Carlisle City* will be despatched for SAN DIEGO, and SAN FRANCISCO, *Viâ* KOBE, YOKOHAMA and HONOLULU, on 30th April.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to Sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, *Agents,* HONGKONG, CHINA & JAPAN.

Hongkong, April 12, 1900. 591

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN & HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Hongkong Maru, (via S'hai, N'saki, Kobe, Inland Sea, Yokohama and Honolulu), TUESDAY, May 8, at Noon.

Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), THURSDAY, May 31, at Noon.

America Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), TUESDAY, June 26, at Noon.

THE S. S. *HONGKONG MARU* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 8th May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN, PACIFIC CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Packages will be received at the Office until 4 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, *Acting Agent.*

Hongkong, April 18, 1900. 869

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour's Office.
4. From Harbour Master's to the Market.
5. From The Market to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellet's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Names.	*Anchorage.*	*Captain.*	*Flag and Rig.*	*Tons nett.*	*Date of Arrival.*	*Consignees or Agents.*	*Destination.*	*Remarks.*
Steamers.								
Benvenue	3 c	Potter	Brit. str.	1467	April 21	Gibb, Livingston & Co.	.....	K'loon Dock
Breconshire	...	Elliott	British str.	2323	April 11	Dodwell & Co., Ld.		
Candia	3 c	Haughton	British str	4195	April 16	P. & O. S. N. Co.,		
Choysang	4 c	Bowker	British str.	1194	April 20	Jardine, Matheson & Co.		
City of Dublin	7 c	Rae	British str.	2155	April 14	Dodwell & Co., Limited		
Clara	...	Hansen	Ger. str.	675	April 18	Jebsen & Co.	.....	K'loon Dock
Devawongse	3 c	Curtis	British str.	1057	April 17	Yuen Fat Hong		
Empress of India	5 h	Marshall	British str.	3003	April 17	C. P. R. Co.	Vancouver (B.C.)	April 25.
Eskdale	3 c	Dower	British str.	1926	April 12	Dodwell & Co., Ld.	Yokohama & Kobe	April 21.
Fausang	4 c	Mitchell	British str.	1410	April 18	Jardine, Matheson & Co.		
Formosa	5 h	Douglas	British str.	674	April 21	Douglas Steamship Co.		
Glenogle	3 c	Frakes	British str.	2399	April 21	Dodwell & Co., Limited.		
Hailan	3 c	Merlees	French str.	377	April 20	A. R. Marty	Hoihow and Pakhoi	April 22.
Haitan	5 h	Roach	British str.	1183	April 19	Douglas Steamship Co.		
Hatsug	3 c	Bast	French str.	705	April 20	A. R. Marty	Haiphong	April 22.
Hermes	8 c	Jensen	Norw. str.	849	April 16	Jardine, Matheson & Co.		
Ibuki Maru	3 c	Okuma	Japan. str.	1565	April 14	Dodwell & Co., Limited		
Independent	....	Holtz	Ger. str.	871	April 12	Sander, Wieler & Co.	.....	Cos'tan Dock
Kachidate Maru	7 c	Fujiki	Japan. str.	2143	April 13	Mitsui Bussan Kaisha		
Kong Beng	3 c	Joslin	British str.	862	April 20	Yuen Fat Hong		
Lesbury	8 c	Williamson	British str.	1726	April 12	Order		
Loyal	3 c	Lorenzen	Ger. str	1237	April 20	Sander, Wieler & Co.		
Maria Valerie	5 c	Fellner	Aus. str.	2647	April 21	Sander, Wieler & Co.	Swatow and Bombay	April 23.
Mausang	3 c	Kynoch	Brit. str.	1643	April [illegible]	Jardine, Matheson & Co.	[illegible]dan	April 24.
Meunier	6 c	Almond	British str.	1287	April 19	Shewan, Tomes & Co.	Manila	April 24.
Miike Maru	k w	Kawamuro	Japan. str.	2030	April 20	Nippon Yusen Kaisha	Moji & Yokohama	April 24.
Nanyang	3 c	Drewes	Ger. str.	983	April 18	Siemssen & Co.		
Ness		Mathias	British str.	1963	April 14	Order	.....	K'loon Dock
Peiyang	7 c	Kohler	Ger. str	953	April 21	Siemssen & Co.		
Phra Nang	3 c	Calder	British str	1021	April 21	Melchers & Co.		
Progress	...	Brandt	Ger. str.	687	April 8	Siemssen & Co.	.....	K'loon Dock
Progress	4 c	Gundersen	Russian s.	571	April 18	Order		
Pronto	3 c	Grandt	Norw. str.	634	April 19	Chinese		
Propontis	3 c	Mackay	British str.	1390	Feb. 23	Hong Sing S. S. Co.		
Queen Adelaide	8 c	McNair	British str.	1835	April 9	Dodwell & Co., Ld.		
Taicheong	3 c	Ahrens	Ger. str.	828	April 18	Meyer & Co.		
Taiwan Maru	8 c	Nukuni	Japan. str	1482	April 18	Mitsui Bussan Kaisha		
Taiyuan	..	Nelson	British str.	1459	Mar. 26	Butterfield & Swire	.....	K'loon Dock
Tamsui Maru	3 c	Nagata	Japan. str	1075	April 20	Mitsui Bussan Kaisha	Swatow and Tamsui	April 22.
Tritos	3 c	Lassen	Ger. str	1240	April 18	Siemssen & Co.		
Sailing Vessels.								
Esmeralda	3 c	Harrison	Brit. sch.	139	April 14	Jardine, Matheson & Co.		
Evie J. Ray	3 k	Kasten	Amer. bqe.	919	Mar. 17	Sander, Wieler & Co.		
Franz Schwalbe	7 c	Poulsen	Dan. bqe.	537	April 12	Order		
Geo. T. Hay	8 c	Spicer	British sh.	1647	Mar. 30	Siemssen & Co.		
John Carrier	8 c	Lawrence	Amer. sh.	1848	Mar. 11	Standard Oil Co.		
McLaurin	2 c	Oakes	Amer. sh.	1313	April 17	Standard Oil Co.		
Mobile Bay	3 c	Boyd	Brit. bqe.	1117	Mar. 18	Jardine, Matheson & Co.		
Santa Cruz	8 c	Keefe	Amer. sch.	150	April 14	Master		
Stanfield	2 k	Wilson	Brit. bqe.	560	April 4	Order		
Thistle	3 c	Walden	Allan bqe.	1147	April 17	Order		
Valkyrien	2 k	Hall	Brit. bqe.	498	April 8	Master		
Warath	7 c	Haynes	Brit. sch.	52	Sept. 23	F. W. Hall.		
William H. Smith	2 k	Colley	Amer. sh.	1800	Mar. 27	Standard Oil Co.		

SHARE LIST.—QUOTATIONS.—APRIL 21, 1900.

(CORRECTED UP TO 1 P.M.)

Stocks.	*No. of Shares.*	*Value.*	*Paid up.*	*Closing Quotations, Cash.*
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	$ 125	all	316 % prem =$520, sellers
Bank of China, Japan, Limited preference shares	199,875	£ 8	£ 4	£1.0.0
,, ordinary ,,	1,250	£ 12	£ 1	£5.5
,, deferred ,,	...	£ 10	£ 8	$29, buyers
National Bank of China, Limited				
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$130, sales
China Traders' Insurance Co., Ld.	24,000	$ 83.33	$ 25	$54½, sales
North-China Insurance Co., Ld.	5,000	£ 100	£ 25	Tls. 170, sellers
Straits Insurance Co., Ld.	30,000	$ 100	$ 20	$1, sellers
Union Insurance Society, Ld.	10,000	$ 250	$ 50	$237½, buyers
Yangtsze Insurance Association, Ld	8,000	$ 100	$ 60	$140, sellers
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$80, sellers
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 50	$297½, sellers
DOCKS.				
H'kong & Whampoa Dock Co., Ld.	12,500	$ 125	all	490 % prem. = $737½, buyers
STEAMBOATS.				
China and Manila S. S. Co., Ld.	5,000	$ 50	all	$100
Douglas Steamship Co., Limited a.	20,000	$ 50	all	$51, sellers
HK. C. and M. Steamboat Co., Ld.	60,000	$ 15	$ 10	$30½, buyers
Indo-China S. N. Company, Limited	60,000	£ 10	all	$92, buyers
China Mutual S. N. Co.	20,000	£ 10	£ 10	£10.10
			£ 10	£10.10
Do. (new issue)	20,000	£ 10	£ 5	£5.5
Star Ferry Company, Ld.	10,000	$ 10	$ 10	$18½, sellers
REFINERIES.				
China Sugar Company, Limited	20,000	$ 10	all	$130
Luzon Sugar Company, Limited	7,000	$ 10	all	$42½, sellers
WHARVES.				
HK. & Kow. Wharf & Godown Co.	20,000	$ 5	all	$83½
Wanchai Warehouse and Storage Company, Limited	2,600	$ 10	$ 37½	$47, buyers
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$ 10	$ 5	$127, sellers
Kowloon Land and Building Company	6,000	$ 50	$ 3	$26, sellers
Humphreys' Estate & Finance Co.	37,000	$ 1	all	$10¾, sales
West Point Building Co., Limited	12,500	$ 5	$ 5	$47
TRAMWAYS.				
HK. High-Level Tramways Co., Ld.	1,250	$ 100	all	$160
MINING.				
Jelebu Mining & Trading Co., Ld.	40,000	$ 5	all	$12.75, sellers
New Punjom Mining Co., Ld.	60,000	$ 7	all	$7.25, sellers
,, ,, Preference shares	30,000	$ 1	all	$1.30, sellers
Great Eastern and Caledonian Gold Mining Co., Ld.	140,000	$ 4	$ 3	70 cents, sellers
Great Eastern & Caledonian preference shares	70,000	$ 1	$ 1	40 cents
Société Francaise des Charbonnages du Tonkin	16,000	Frs. 25	all	$320, sellers
Queen's Mine, Limited	400,000	25 cents	25 cts.	20 cents, sellers
Raub Aust. Gold Mining Co., Ld.	200,000	£ 1	15/10	$59, sellers
Olivers Freehold Mines, Ltd.	a 15,000	$ 5	$ 5	$5.75
	a 45,000	$ 5	$ 4	$4.25, buyers
HOTELS, ETC.				
Hongkong Hotel Company, Ld.	12,000	$ 50	all	$121, sellers
DISPENSARIES.				
A. S. Watson & Co., Limited	60,000	$ 10	all	$16¼, buyers
LIGHTING.				
HK. and China Gas Co., Limited	7,000	£ 10	all	$127
Hongkong Electric Co., Limited	30,000	$ 10	$ 10	$12, sellers
New Electrics, (new issue)	30,000	$ 10	$ 2	$2, sellers
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	50,000	$ 10	$ 10	$30, buyers
MISCELLANEOUS.				
Bell's Asbestos Eastern Agency, Ld.	10,000	£ 1	£ 15/-	nom.
United Asbestos Oriental Agency, Limited	9,000 ord'y	$ 10	$ 4	$8
	100 defrs	$ 10	$ 10	$11
Campbell, Moore & Co., Limited	1,200	$ 10	all	$16, buyers
Geo. Fenwick & Co., Limited	6,000	$ 25	$ 25	$48, sellers
Hongkong Bakery Company, Ld.	600	$ 50	all	$50, ex div.
Hongkong Dairy Farm Co.	10,000	$ 7½	$ 5	$6, buyers
Hongkong Ice Company, Limited	5,000	$ 25	all	$166, sellers
H'kong Rope Manufactory Co., Ld.	5,000	$ 50	all	$162½, buyers
Hongkong Cotton Spinning Co., Ld.	120,000	$ 100	$ 10	$38, buyers
Ewo Cotton Spinning and Weaving Co., Ld.	17,500	Tls. 100	Tls 10	Tls. 70
International Cotton Manufacturing Co., Ld.	10,000	Tls. 100	Tls 10	Tls. 75
Laou-Kung-Mow Cotton Spinning and Weaving Co., Ld.	8,000	Tls. 100	Tls 10	Tls. 71
Carmichael & Co., Ld.	2,000	$ 25	$ 2	$8
Soy Chee Cotton Spinning Co., Ld.	2,000	Tls. 500	Tls 500	Tls. 400
China Provident Loan Mortgage Co., Ld.	50,000	$ 25	$ 10	$10
China Borneo Company, Ltd.	7,500	$ 20	$ 15	$18, buyers

* Founder's shares.

LOANS.	*Amount.*	*Value.*	*Interest.*	*Quotation.*
Chinese Imperial 1895 2	Tls. 767,200	Tls. 250	7 % p. annum	10 % prem.

A. G. STOKES, *Sharebroker.*

Mails.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR.	STEAMSHIP.	CAPTAIN.	DATE.
SHANGHAI.....	*Coromandel*	F. W. VIBERT, R.N.R....	About 27th April.
LONDON, &c.....	*Bengal* *.....	.....S. BARCHAM, R.N.R.	Noon, 28th April.
YOKOHAMA, Via N'SAKI & KOBE.	*Rosetta*.....	.....C. C. TALBOT, R.N.R....	About 28th April.
LONDON.....	*Malacca*.....	.....E. G. ANDREWS	About 3rd May.

* See Special Advertisement.

For Freight or passage, and further Particulars, apply to

A. M. MARSHALL, *Acting Superintendent.*

P. & O. S. N. Co.'s Office,
Hongkong, April 16, 1900. 257

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT *SOUTHAMPTON* TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Sailing Dates.
PRINZ HEINRICH	WEDNESDAY, 2nd May.
PREUSSEN	WEDNESDAY, 16th May.
HAMBURG (HAMBURG-AMERIKA LINE)	WEDNESDAY, 30th May.
SACHSEN	THURSDAY, 14th June.
OLDENBURG	THURSDAY, 28th June.
BAYERN	THURSDAY, 12th July.
STUTTGART	THURSDAY, 26th July.
KONIG ALBERT	THURSDAY, 9th August.
WEIMAR	THURSDAY, 23rd August.
PRINZ HEINRICH	THURSDAY, 6th September
PREUSSEN	THURSDAY, 20th September.
HAMBURG (HAMBURG-AMERIKA LINE)	WEDNESDAY, 3rd October.
SACHSEN	WEDNESDAY, 17th October.
OLDENBURG	WEDNESDAY, 31st October.
BAYERN	WEDNESDAY, 14th November.
STUTTGART	WEDNESDAY, 28th November

ON WEDNESDAY, the 2nd day of May, 1900, at Noon, the Steamship PRINZ HEINRICH, of the NORDDEUTSCHER LLOYD, Captain H. SUPMER, with MAILS, PASSENGERS, SPECIE, and CARGO will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 30th April, Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 1st May, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 1st May.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

900

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking, (via Shanghai, Nagasaki, Kobe, Inland Sea, Y'hama and H'lulu).	SATURDAY, April 21, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu,	TUESDAY, May 15, at Noon.
City of Rio de Janeiro, (via S'hai, Nagasaki, Kobe, In and Sea, Y'hama and H'lulu).	SATURDAY, June 9, at Noon.

THE U. S. S. S. *City of Peking* will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA YOKOHAMA and HONOLULU, on SATURDAY, the 21st April, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, March 27, 1900. 689

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

THE Company's Steamship ALCINOUS, Captain PULFORD, will be despatched as above on TUESDAY, the 15th May.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 9, 1900. 518

Occidental and Oriental Steam-ship Co.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).	Tuesday, May 1, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).	Wednesday, May 23, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).	Saturday, July 14, at Noon.

THE Co.'s Steamship *GAELIC* will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 1st May at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passengers Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passenger who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United Utates, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, May 1, 1900. 792

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

THE Company's Steamship TSINAN, Captain ANDERSON, will be despatched on WEDNESDAY, the 25th Instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for Return by the Steamers of the Eastern and Australian S. S. Co., and *vice versa*.

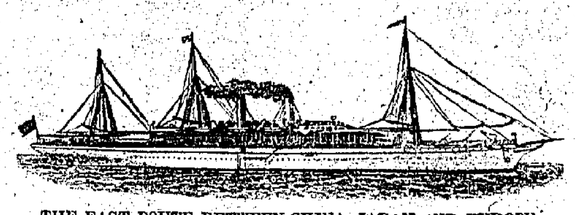
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 14, 1900. 583

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, *VIA* CANADA AND THE UNITED STATES.
(*Calling at* SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
(*Subject to Alteration.*)

EMPRESS OF INDIA....Comdr. C. P. MARSHALL, R.N.R. WEDNESDAY, 25th April/1900
EMPRESS OF JAPAN...Comdr. GEO. A. LEE, R.N.R. WEDNESDAY, 16th May/1900.
EMPRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R...WEDNESDAY, 6th June/1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD; Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, *General Agent,*
PEDDER STREET.

Hongkong, April 5, 1900. 785

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

***Via* Shanghai, Inland Sea of Japan, Kobe and Yokohama.**

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH **Northern Pacific Railway Co.**				FOR PORTLAND, OREGON, IN CONNECTION WITH **Oregon Railroad & Navigation Co.**			
Steamer.	*Tons*	*Captain.*	*Proposed Sailing.*	*Steamer*	*Tons*	*Captain*	*Proposed Sailing.*
Breconshire...	3567	G. E Elliott ...	April 24	*Mon'shire*..	2874	W. A. Evans.....	May 19
Glenogle.....	3750	W. Frakes.....	April 28	*Braemar*...	3601	W. Watt.....	June 9
Queen A'laide	2832	F. McNair	May 5	A. Steamer ...		.....	July 14
Duke of Fife .	3821	J. S. Cox	May 12	*Mon'shire*..	2874	W. A. Evans.....	Aug. 4

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE

HONGKONG TO LONDON, £47.

Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES

HONGKONG TO NEW YORK, £41.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA OR PORTLAND, £23.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DYEA and ST. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK £65.10.0.

This rate covers the ocean voyage to Tacoma or Portland and back, Railway from Tacoma or Portland to Cinnabar and return, Sleeping and Dining Car accommodation Tacoma or Portland to Livingston and return, and Stage Coach transportation Cinnabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED,
General Agents.

Hongkong, April 19, 1900. 422

NORDDEUTSCHER LLOYD (FREIGHT SERVICE). HAMBURG-AMERIKA LINIE. (FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.	
* S. S. *SIBIRIA*, Capt. BRAUN,	HAVRE & HAMBURG. (L'don with transhipment in H'burg).	On 24th April.	Freight & Passage.
* S. S. *KONIGSBERG*, Capt. CHRISTIANSEN,	HAVRE and HAMBURG. (London with transhipment in H'burg).	On 10th May.	Freight & Passage.
S. S. *BAMBERG*, Capt. JACOBS,	HAVRE and HAMBURG. (London with transhipment in H'burg).	About 22nd May.	Freight.
* S. S. *SAKNIA*, Capt. FUCHS,	HAVRE & HAMBURG. (L'don with transhipment in H'burg).	About 6th June.	Freight & Passage.
S. S. *SAMBIA*, Capt. EHLERS,	HAVRE and HAMBURG. (London with transhipment in H'burg.	About 20th June.	Freight.

* These Steamers have Superior Accommodation for Passengers, and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & Co., *Agents.*

Hongkong, April 14, 1900. 784

NIPPON YUSEN KAISHA,

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Destinations.	Sailing Dates.
KASUGA MARU, E. W. HASWELL,	NAGASAKI, KOBE & YOKOHAMA.	SATURDAY, 21st April, at Noon.
MIIKE MARU, S. KAWAMURO,	MOJI, KOBE & YOKOHAMA.	TUESDAY, 24th April, at Noon.
MIKAWA MARU, M. TAKAHASHI,	SHANGHAI, CHEMULPO and NAGASAKI.	TUESDAY, 24th April, at 4 p.m.
AWA MARU, N. TRENNT,	YOKOHAMA (DIRECT).	WEDNESDAY, 25 April, at 4 p.m.
BINGO MARU, M. NIVISON,	MARSEILLES, LONDON, NEWCASTLE, ON-TYNE, and ANTWERP, *Via* STRAITS, COLOMBO and PORT SAID.	FRIDAY, 27th April, at Daylight.
YAWATA MARU, A. E. MOSES,	SYDNEY and MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE.	FRIDAY, 27th April, at 4 p.m.
KAGOSHIMA MARU, R. NUNOME,	BOMBAY, Via SINGAPORE and COLOMBO.	FRIDAY, 27th April, at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building 1st Floor Chater Road.

A. S. MIHARA, *Manager.*

Hongkong, April 21, 1900. 542

HONGKONG MARKET PRICES.

Corrected to Friday, April 20, 1900.

At 1,020 Cash per Dollar Mexican.

		Price. Highest Cash.	Price. Lowest Cash.	Chinese Names.
Butcher Meat.				**肉食**
Bacon, English, ...	lb.	—	—	來路烟猪肉
,, Ame. Sugar cured	,,	420	400	花旗烟猪肉
,, Foochow, ...	,,	250	240	福州烟猪肉
,, Japan, cured ...	,,	—	—	日本烟猪肉
Beef sirloin & prime cut	,,	150	140	尾龍扒
,, Corned,... ...	,,	140	130	鹹牛肉
,, Roast, ...	,,	150	140	燒牛肉
,, Soup, ...	,,	120	110	湯肉
,, Steak, ...	,,	150	140	牛肉耙
,, Sausages, ...	,,	150	140	牛肉腸
Smoked Tongue, Shanghai,	each	400	350	烟牛脷
Bullock's Brains, ...	per set	70	60	牛腦
,, Tongue fresh,	each	400	350	牛脷
,, ,, corned	,,	500	450	鹹牛脷
,, Head, ...	,,	650	600	牛頭
,, Heart, ...	lb.	100	90	牛心
,, Hump, Salt	,,	120	110	牛肩
,, Feet, ...	each	80	70	牛脚
,, Kidneys, ...	,,	70	60	牛腰
,, Tail, ...	,,	150	140	牛尾
,, Liver, ...	lb.	100	90	牛肝
,, Tripe (undressed)	,,	70	60	牛肚
Calves' Head and Feet,	set	700	650	牛仔頭脚
Hams, American, ...	lb.	420	400	花旗火腿
,, Chinese,... ...	,,	250	240	金華火腿
,, English, New,...	,,	500	490	來路火腿
,, Japan cured, ...	,,	380	360	日本火腿
,, Shanghai, ...	,,	240	230	上海火腿
Mutton Chop, ...	,,	240	230	羊牌骨
,, Leg, ...	,,	240	230	羊肚
,, Shoulder, ...	,,	200	190	羊手
Pigs' Chitlings ...	,,	60	60	猪臟
,, Feet, ...	,,	110	100	猪脚
,, Fry, ...	,,	100	90	猪雜
,, Head, ...	,,	100	90	猪頭
,, Heart, ...	each	70	60	猪心
,, Kidneys, ...	pair	120	100	猪腰
,, Liver, ...	lb.	180	170	猪肝
Pork, Chop, ...	,,	170	160	猪牌骨
,, Corned, ...	,,	170	160	鹹猪肉
,, Leg, ...	,,	180	170	猪比
,, Fat or Lard, ...	,,	160	150	猪油
Sheeps' Head and Feet,	set	500	450	羊頭脚
,, Heart, ...	each	60	50	羊心
,, Kidneys, ...	,,	100	90	羊腰
,, Liver, ...	lb.	200	190	羊肝
Sucking Pigs, To Order	catty	350	300	猪仔
Suet, Beef, ...	lb.	140	130	生牛油
,, Mutton, ...	,,	200	190	生羊油
Veal, ...	,,	150	140	牛仔肉
,, Sausages, ...	,,	250	—	牛仔肉腸
Poultry.				**生口**
Chicken, ...	catty	280	270	鷄仔
Capons, ...	,,	300	290	鐵鷄
Ducks,...	,,	250	240	鴨
Doves,...	each	—	—	班鳩
Eggs, Hen	per 100	900	—	鷄蛋
,, Duck, ...	,,	$1.00	—	鴨蛋
Fowls, Canton, ...	catty	350	300	鷄
,, Hainan, ...	,,	320	300	海南鷄
Goose, ...	,,	220	210	鵝
Geese, Wild Sh'ai, ...	pair	—	—	上海野鴈
Musk Deer, ...	each	—	—	黃麂
Pigeons, ...	,,	350	300	白鴿
Partridges, ...	each	—	—	鷓鴣
Pheasant, ...	brace	—	—	上海山鷄
Quail, ...	each	180	160	鶉鵪
Rice Birds, ...	dozen	—	—	禾花雀
Snipe, ...	each	200	190	沙錐
Turkeys, Cock, ...	catty	750	700	火鷄公
,, Hen, ...	,,	550	500	火鷄嫲
Wild Ducks, ...	pair	—	—	上海水鴨
Teal, ...	each	580	500	水鴨仔
Fish.				**海鮮**
Barbel, ...	catty	120	110	加魚
Bream, ...	,,	80	70	鯿魚
Bombay Ducks, ...	pieces	400	350	孟米魚
Canton Fresh Water Fish,	catty	120	110	海鱉魚
Carp, ...	,,	140	130	鯉魚
Catfish, ...	,,	80	70	赤魚
Codfish, ...	,,	110	100	鱉魚
Crabs,...	,,	130	120	蟹
Cuttle Fish, ...	,,	110	100	墨魚
Dab, ...	,,	100	90	沙盂魚
Dace, ...	,,	90	80	黃尾鰭
Dog Fish	,,	60	50	跌倒沙
Eels, Conger,... ...	,,	130	120	海鰻
,, Fresh water, ...	,,	240	200	淡水鰻
Eels, Yellow,... ...	,,	90	80	黃鰻
Fresh Fish, Large, ...	,,	110	100	鮮魚
Frogs,...	,,	240	230	田鷄
Garoupa, ...	,,	400	350	石班
Gudgeon, ...	,,	120	110	白蛉魚
Herrings, ...	,,	140	130	曹白
Hahlet, ...	,,	150	140	將軍甲
Lobrus, ...	,,	130	120	黃花魚
Loach,...	,,	240	200	烏魚
Lobsters, ...	,,	150	140	龍蝦
Mackerel, ...	,,	90	80	鯖魚
Monk Fish, ...	,,	180	170	芒魚
Mullet, ...	,,	160	150	鯔魚
Oysters, ...	,,	150	140	生蠔
Parrotfish, ...	,,	110	100	鸚公魚
Perch,...	,,	120	110	鱸
Pike, ...	catty	120	110	花破鯉
Plaice,...	,,	130	120	班魚
Pomfret, Black, ...	,,	150	140	黑鯧
Pomfret, White, ...	,,	220	210	白鯧
Prawns, ...	,,	320	310	明蝦
Ray, ...	,,	60	50	琵琶沙
Rock Fish, ...	,,	130	110	石狗公
Rouch, ...	,,	100	90	蠢魚
Salmon, (C'ton), fresh water	,,	140	130	馬友魚
Shark,...	,,	60	50	鯊魚
Salt Fish, ...	,,	110	100	鹹魚
Skate, ...	,,	70	60	鱆魚
Shrimps, ...	,,	130	120	蝦
Snapper, ...	,,	160	150	立魚
Soles, ...	,,	160	150	撻沙魚
Tench,...	,,	120	110	鯇魚
Turbot, ...	,,	130	120	左口魚
Turtles, small, fresh water,	,,	400	350	脚魚
White Bait, ...	,,	110	100	銀魚仔
Fruits.				**菓子**
Apples, (California),...	catty	300	250	金山平菓
,, (Tientsin), ...	,,	—	—	天津平菓
,, (Japan), ...	,,	—	—	日本平菓
Bananas, fragrant, ...	,,	50	40	省城香蕉
,, (brides), ...	,,	50	40	山香蕉
Chestnuts, Chinese, ...	,,	100	90	風栗
Carambola, ...	,,	—	—	楊桃
Cocoanuts, ...	each	80	70	椰子
Grapes, ...	catty	—	—	鮮提子
Ground Nuts, ...	,,	100	90	花生
Lemons, China, ...	,,	100	90	檸檬
Lichees, Dried, ...	catty	150	140	荔枝乾
Lichees, Fresh, ...	,,	—	—	荔枝
Limes, (Saigon), ...	each	—	—	西貢檸檬
Mangosteen, ...	per	—	—	山竹子
Mango, ...	each	150	100	芒菓
Oranges, Canton, Sweet,	catty	—	—	省城甜橙
,, Swatow, ,,	,,	100	90	汕頭甜橙
,, Macao, ,,	,,	—	—	澳門甜橙
,, Small, ,,	,,	—	—	甜桔
,, Mandarin,	,,	100	90	硃砂桔
Olives,...	,,	—	—	白欖
Pears, (American), ...	,,	—	—	金山雪梨
,, (Canton), Cooking,	,,	—	—	沙梨
,, (Shanghai), ...	,,	100	90	上海梨
Pine-apples, ...	each	100	90	本地波蘿
Pumelo, Sinn, ...	each	100	90	暹邏柚
,, Amoy, ...	,,	—	—	厦門碌柚
Walnuts, ...	,,	120	110	合桃
,, Fresh, ...	,,	—	—	鮮合桃
Water Chesnuts, com.	,,	50	40	馬蹄
,, Mandarin,	,,	60	50	桂林馬蹄
Vegetables, &c.				**菜蔬**
Artichokes, Shanghai,	catty	50	40	上海丫治竹
Beans, (French), Macao,	,,	70	60	佛蘭西邊豆
,, Sprout, ...	,,	20	10	芽菜
,, Long, ...	,,	—	—	豆角
Beet Root, ...	,,	20	10	紅菜頭
Brinjals: Green, ...	,,	—	—	青元茄
,, Red, ...	,,	60	50	紅茄
Brassica, ...	,,	30	20	白菜
Bamboo Shoots, ...	,,	—	—	竹笋
Cabbage, Chinese. com.	,,	40	30	芥菜
Cabbage, (Shanghai).	each	90	80	椰菜
Cauliflower, Large size,	,,	—	—	大椰菜花
,, Medium size,	,,	—	—	中等椰菜花
,, Small size,	,,	—	—	細椰菜花
Carrots, ...	catty	40	30	金笋
Celery, Chinese, ...	,,	30	20	唐芹菜
,, English, ...	,,	70	60	洋芹菜
,, White, ...	,,	70	60	白洋芹菜
Chillies Dried,... ...	,,	180	160	乾辣椒
,, Red, ...	,,	350	320	紅花椒
,, Green, ...	,,	250	200	青辣椒
Curry Stuff, English,	,,	50	40	加厘材料
Cucumbers, ...	,,	30	20	青瓜
Bitter Squash, ...	,,	250	200	苦瓜
Garlic,...	,,	40	30	蒜頭
Ginger, young, ...	,,	—	—	新子薑
,, old,... ...	,,	50	40	老薑
Horse Radish, S'hai...	,,	250	200	力根
Indian Corn,... ...	piece	—	—	粟米
Lettuce, ...	each	20	10	洋生菜
Mushrooms, Fresh, ...	catty	—	—	生草菇
Onions, Bombay, ...	,,	120	110	洋葱頭
,, Green, ...	,,	40	30	生葱
,, Shanghai, ...	,,	—	—	上海葱頭
,, Japan, ...	,,	—	—	日本葱頭
Okroes, ...	,,	—	—	毛茄
Parsley, English, ...	bundle	20	10	洋芫茜
Potatoes, Sweet, ...	catty	20	10	番薯
,, Shanghai, ...	,,	—	—	上海薯仔
,, Japan, ...	,,	—	—	日本薯仔
,, American,...	,,	—	—	花旗薯仔
,, Foochow, ...	,,	30	20	福州薯仔
,, Macao, ...	,,	40	30	澳門薯仔
Pumpkin, ...	,,	40	30	冬瓜
Radish, ...	dozen	20	10	紅蘿蔔仔
Rice, best quality, per picul,		$4.80	—	上白米
,, common ,,	,,	$4.00	—	中白米
,, ,, Coolie ,,	,,	$3.30	—	下米
Shalots, ...	catty	70	60	乾葱頭
Spinage, (Chinese) ...	,,	40	30	波菜
Spinach, ...	,,	40	30	菠菜
Tomatoes, ...	,,	160	140	番茄
Taros, ...	,,	30	20	芋頭
Turnips, Punti, (Long),	,,	20	10	蘿蔔
,, English, ...	,,	20	10	洋蘿蔔
Vegetable Marrow, ...	,,	—	—	節瓜
Waters Cresses, ...	,,	40	30	西洋菜
Yams, ...	,,	40	30	大薯

JOHN THOMAS COTTON,
Inspector of Markets.

Intimations.

HEALTH FOR ALL!!!

HOLLOWAY'S PILLS & OINTMENT.

THE PILLS

Purify the Blood, correct all Disorders of the

LIVER, STOMACH, KIDNEYS AND BOWELS.

They invigorate and restore to health Debilitated Constitutions, and are invaluable in all Complaints incidental to Females of all ages. For Children and the aged they are priceless.

THE OINTMENT

Is an infallible remedy for Bad Legs, Bad Breasts, Old Wounds, Sores and Ulcers. It is famous for Gout and Rheumatism. For disorders of the Chest it has no equal.

FOR SORE THROATS, BRONCHITIS, COUGHS, COLDS, Glandular Swellings, and all Skin Diseases it has no rival; and for contracted and stiff joints it acts like a charm.

Manufactured only at Professor HOLLOWAY's Establishment,

78, NEW OXFORD STREET (late 533, OXFORD STREET), LONDON,

and are sold at 1s. 1½d., 2s. 9d., 4s. 6d., 11s., 22s., and 33s. each Box or Pot, and may be had of all Medicine Vendors throughout the World.

☞ Purchasers should look to the Label on the Boxes and Pots. If the address is not 533, Oxford Street, London, they are spurious.

E1

EVERY HOUSEHOLD AND TRAVELLING TRUNK OUGHT TO CONTAIN A BOTTLE OF

"ENO'S 'FRUIT SALT'"

A Simple Remedy for Preventing & Curing by Natural Means

All Functional Derangements of the Liver, Temporary Congestion arising from Alcoholic Beverages, Errors in Diet, Biliousness, Sick Headache, Giddiness, Vomiting, Heartburn, Sourness of the Stomach, Constipation, Thirst, Skin Eruptions, Boils, Feverish Cold with High Temperature and Quick Pulse, Influenza, Throat Affections, and Fevers of all kinds.

SMALL-POX, SCARLET FEVER, PYÆMIA, ERYSIPELAS, MEASLES, GANGRENE, and almost every mentionable Disease. "I have been a nurse for ten years, and have nursed cases of scarlet fever, pyæmia, erysipelas, measles, gangrene, cancer, and almost every mentionable disease. During this time I have not been ill for a single day, and this I attribute to the use of Eno's 'Fruit Salt,' which has kept my blood in a pure state. I recommend it to all my patients during convalescence. Its value as a means of health cannot be over estimated."—A PROFESSIONAL NURSE (*Qualified*).

THE EFFECT OF ENO'S 'FRUIT SALT' ON A DISORDERED, SLEEPLESS, AND FEVERISH CONDITION IS SIMPLY MARVELLOUS. IT IS, IN FACT, NATURE'S OWN REMEDY, AND AN UNSURPASSED ONE.

CAUTION.—*See capsule marked* ENO'S 'FRUIT SALT.' *Without it you have a WORTHLESS IMITATION.*

Prepared only by J. C. ENO, Ltd., at the 'FRUIT SALT' WORKS, LONDON, by J. C. ENO'S Patent

E23

AN

UP TO DATE PRACTICAL INVENTION

FOR

MAKING ANY AËRATED WATER YOURSELF

OR

AËRATING ANY LIQUID WITHOUT DILUTION

WITH THE SPECIAL BOTTLE AND "*Sparklets*" SHOWN AT SIDE

SPECIAL BOTTLE.

SOME ADVANTAGES.

No Cumbersome Apparatus.
Pure Fresh Aëration.
Done in a Minute.
You Aërate
WHAT, WHEN, & WHERE
you choose.

"*Sparklets*"

Patentees: AËRATORS, LIMITED, London, E.C.

INVALUABLE in every Home.

RECOMMENDED by the Medical Profession.

INDISPENSABLE away from Home.

ECONOMICAL, PURE, PORTABLE, SIMPLE.

1 doz. "*Sparklets*" weight 4 ozs.

Tablets and Fruit Powders, readily soluble in water, supplied for making any Mineral or Medicinal Water or Refreshing Fruit and Tonic Drinks.

One "*Sparklets*" the equivalent of 1½ bottles Soda Water.

Supplied by ALL CHEMISTS, STORES, &c.

SIMPLE INSTRUCTIONS SUPPLIED WITH EACH BOTTLE.

PURE.—NOURISHING.

ESBENSEN'S BUTTER

In TINS with PATENT OPENERS.

ESBENSEN'S PURE BUTTER

To be obtained at all Stores.

☞ DO NOT BE PUT OFF WITH ANY OTHER.

E18

The only Medicine of the kind awarded a Certificate at the Calcutta Exhibition, 1883-84, open to all Countries

REGISTERED DR LALOR'S TRADE MARK.

PHOSPHODYNE

HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

For forty years has maintained its world-wide reputation as the Best and only Reliable Phosphoric Cure for BRAIN WEAKNESS, PARALYSIS, SLEEPLESSNESS, Dyspepsia, Nerve, Kidney and Liver Complaints, Harassing Dreams, Premature Decay of Vital Power, General Debility, all Blood Disorders, and all Functional and Diseased Conditions of the System, caused by the deficiency of the Vital Forces.

The effect of this Standard Phosphoric Remedy in Nervous Debility and its kindred Evils is immediate and permanent, all the Miserable Feelings and Distressing Symptoms disappearing with a rapidity that is really marvellous.

Directions for Self-Treatment of the above diseases with each Bottle.

HEALTH, STRENGTH & ENERGY.

Its energizing effects are shown from the first day of its administration by a Remarkable Increase of Nerve and Intellectual Power, with a feeling of Courage, Strength, and Comfort. Digestion is Invigorated. The Appetite increases wonderfully. Sleep becomes calm and refreshing. The Face becomes fuller, the Lips red, the Eyes brighter, and Skin clear and healthy.

Beware of vile imitations!—None genuine without the British Government Stamp with "Dr. Lalor's Phosphodyne, London, England," engraved thereon, by order of her Majesty's Honourable Commissioners.

Thousands of unimpeachable testimonials from all parts of the World, and from the highest Medical Authorities. No other Phosphoric Preparation has received such distinguished recognition.

Sold in Bottles at 4s. 6d. AND 11s. each, by all Chemists throughout the World.

MANUFACTURED ONLY AT DR. LALOR'S PHOSPHODYNE LABORATORY, HAMPSTEAD LONDON, ENGLAND.

Agents in Hongkong:—A. S. WATSON & Co.

E3

Banks.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL, ... Tls. 5,000,000
PAID-UP CAPITAL, ... „ 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.

CANTON,	PEKING,
CHEFOO,	PENANG,
CHINKIANG,	SINGAPORE,
CHUNGKING,	SWATOW,
FOOCHOW,	TIENTSIN.
HANKOW,	

THE BANK PURCHASES and receives for Collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

Interest allowed on Current Accounts at the Rate of 2% per Annum on the Daily Balances.

On Fixed Deposits for 3 Months ... 3%
„ „ 6 „ ... 4%
„ „ 12 „ ... 5%

E. W. RUTTER,
Acting Manager.

Hongkong, February 1, 1900. 1970

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000
SUBSCRIBED £1,125,000
PAID UP.....£ 562,500
RESERVE FUND.....£ 30,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balances.

ON FIXED DEPOSITS:—
For 12 Months .....4 %
„ 6 „ .....3½ %
„ 3 „ .....2½ %

J. THURBURN,
Manager, Hongkong.

Hongkong, March 26, 1900. 2340

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL .....$10,000,000.
RESERVE FUND.....$11,500,000.
RESERVE LIABILITY OF PROPRIETORS .....$10,000,000.

COURT OF DIRECTORS:—
N. A. SIEBS, ESQ.—Chairman.
R. SHEWAN, ESQ.—Deputy Chairman.
E. Goetz, Esq. | A. J. Raymond, Esq.
R. M. Gray, Esq. | R. L. Richardson, Esq.
A. Haupt, Esq. | P. Sachse, Esq.
Hon. J. J. Keswick. | H. W. Slade, Esq.
D. Meyer Moses, Esq.

CHIEF MANAGER:
Hongkong—Sir T. JACKSON.
MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months 2½ per cent per annum.
„ 6 „ 3½ „ „
„ 12 „ 4 „ „

H. M. BEVIS,
Acting Chief Manager.

Hongkong, April 4, 1900. 366

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
H. M. BEVIS,
Acting Chief Manager.

Hongkong, March 26, 1900. 1517

THE YOKOHAMA SPECIE BANK, LIMITED,

ESTABLISHED 1880.

CAPITAL (SUBSCRIBED) ... Yen 24,000,000
CAPITAL PAID-UP ... ... „ 18,000,000
CAPITAL UNCALLED ... „ 6,000,000
RESERVE FUND ... ... „ 8,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:

TOKIO.	KOBE.	NAGASAKI.
LONDON.	LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.	BOMBAY.
SHANGHAI.	TIENTSIN.	NEWCHWANG.

LONDON BANKERS:
The London Joint Stock Bank, Limited,
Parr's Bank, Limited,
The Union Bank of London, Limited.

HONGKONG BRANCH—Interest allowed.
On Current Account at the Rate of 2% per annum on the daily balance.
On fixed deposits for 12 months, 5% per annum.
On fixed deposits for 6 months, 4% per annum.
On fixed deposits for 3 months, 3% per annum.

S. CHOH,
Hongkong Manager.

Hongkong, April 17, 1900. 589

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £500,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.

On Fixed Deposits for 12 months 4 %
„ „ „ 6 „ 3½ %
„ „ „ 3 „ 2½ %

D. W. GILMOUR,
Acting Manager.

Hongkong, April 13, 1900. 846

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL,.....£1,000,000.
PAID UP CAPITAL, ...£ 324,374.

HEAD OFFICE—HONGKONG.

Board of Directors.
CHAN KIT SHAN, Esq. | D. GILLIES, Esq.
CHOW TUNG SHANG, Esq. | J. T. LAUTS, Esq.

Chief Manager:
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .. ... 5%.

Hongkong, April 11, 1900. 117

DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL, S'hai Tls. 5,000,000.

HEAD OFFICE: SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES.

BERLIN.	CALCUTTA.
HANKOW.	TIENTSIN.
TSINGTAU (KIAUTSCHOU).	

LONDON BANKERS:
Messrs N. M. ROTHSCHILD & SONS,
Union Bank of London, Ltd.

Interest allowed on Current Account. Deposits received on terms which may be learnt on application. Every description of Banking and Exchange business transacted.

F. URBIG.
Manager.

Hongkong, February 8, 1900. 296

Insurances.

NEW ZEALAND INSURANCE COMPANY.

Principal Offices: AUCKLAND, N.Z., and LONDON.

CAPITAL £1,600,000
PAID-UP 200,000
RESERVE & REINSURANCE FUNDS 220,000
UNLIMITED LIABILITY OF SHAREHOLDERS.

HAVING been appointed AGENTS for the Fire Department of the above Company, we are prepared to GRANT POLICIES on every class of Risk at Current Rates.

DOUGLAS LAPRAIK & CO.

Hongkong, April 3, 1900. 770

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at Current Rates.

HOTZ, S'JACOB & Co.

Hongkong, March 31, 1900. 738

THE IMPERIAL MARINE INSURANCE Co., LTD., TOKYO.

THE Undersigned are prepared to accept MARINE RISKS at CURRENT RATES.

GEO. R. STEVENS & Co.,
Agents.

Hongkong, January 5, 1899. 45

UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne A.D. 1714).

CAPITAL FULLY SUBSCRIBED, £450,000.
CAPITAL PAID UP, £180,000.
TOTAL INVESTED FUNDS EXCEED £3,254,023.
TOTAL ANNUAL INCOME, £923,208.

THE Undersigned, having been appointed AGENTS of the above Society in Hongkong, are prepared to issue POLICIES against FIRE on the usual terms.

HARRY WICKING & Co.,
Praya Central.

1142

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1898, £13,958,960.

Authorised Capital £3,000,000.0.0
Subscribed Capital £2,750,000.0.0
Paid-up Capital ....£ 687,500.0.0
Fire Funds £2,765,459.7.11

HAVING been appointed AGENTS of the above Company we are prepared to Accept EUROPEAN and CHINESE RISKS at Current Rates.

SHEWAN, TOMES & Co.,
Agents.

Hongkong, June 28, 1899. 1537

PATENT MOORINGS.

CAPTAIN BUNJE'S New or Improved PATENT MOORINGS or GROUND TACKLE for BUOYS, made and supplied by

HONGKONG & WHAMPOA DOCK Co., LIMITED.

Hongkong, March 10, 1900. 541

KANG LEE & Co.

Jewellers, Gold and Silver Smiths, Watch-makers,

DEALERS IN
SILK and IVORY WARE, CHINESE and JAPANESE CURIOS,
Etc., Etc., Etc.

An exceptionally fine Stock of the latest Goods always on Hand.

PRICES VERY MODERATE.

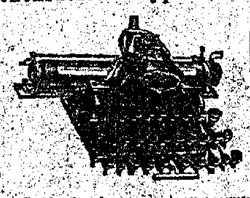
A trial is respectfully solicited.

36, QUEEN'S ROAD CENTRAL,
(Formerly occupied by the Hongkong Club).

Hongkong, January 1, 1900. 3

Blickensderfer Typewriters.

NEW MACHINES. JUST ARRIVED



These are simple, rapid, strong, compact, and durable machines, and for commercial offices and literary men they are far in front of every other machine made at the price.

Typewriting Paper in Stock.

ARRATOON V. APCAR & Co.,
No. 4, Wyndham Street.

2117

Intimations.

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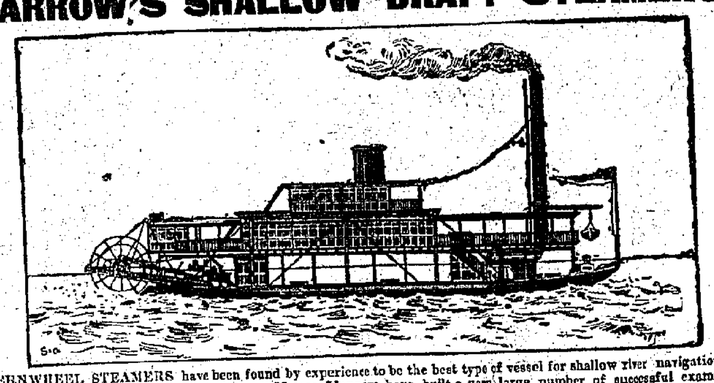

STERNWHEEL STEAMERS have been found by experience to be the best type of vessel for shallow river navigation under many conditions of working, and of these Messrs. YARROW have built a very large number of successful examples for all parts of the world.

Vessels on this system are constructed when required, to draw as little as 10 inches.

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Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Last reported at.
Alacrity	despatch vessel	1700	10	3000	Comdr. A. H. Smith-Dorrien	Weihaiwei
Algerine	sloop	1050	6	1400	Commander E. J. W. Slade	Hongkong
Aurora	armoured cruiser, 1st class	5600	12	8500	Captain E. H. Bayly	Hongkong
Barfleurt	battleship, 1st class	10,500	14	13,000	Capt. G. T. Warrender	Yokohama
Bonaventure	cruiser, 2nd class	4360	11	9000	Capt. R. A. J. Montgomarie, C.B.	Hongkong
Brisk	cruiser, 3rd class	1770	6	3500	Com. R. B. S. Wray	Weihaiwei
Centurion	battleship, 1st class	10,500	14	13,000	Captain J. R. Jellicoe	Shanghai
Daphne	sloop	1140	6	2000	Com. C. W. Winnington-Ingram	Hongkong
Edgar	cruiser, 1st class	7350	—	—	Captain E. J. Fleet	Hongkong
Endymion	cruiser, 1st class	7350	12	10,000	Capt. G. A. Callaghan	Weihaiwei
Esk	g-bt. 3rd class, coast defence	360	3	200	Lt.-Com. C. Chadwick	Shanghai
Fame	torpedo boat destroyer	360	6	5700	Lieut.-Com. R. J. Keyes	Hongkong
Firebrand	gunboat, 2nd class	450	4	360	———	Hongkong
Handy	torpedo boat destroyer	275	6	4000	———	Hongkong
Hart	torpedo boat destroyer	275	6	4000	———	Hongkong
Hermione	cruiser, 2nd class	4360	10	9000	Captain Cumming	Shanghai
Humber	storeship	1640	—	1640	Capt. H. J. Davison	Hongkong
Iphigenia	cruiser, 2nd class	3600	8	9000	Capt. H. N. Dudding	Singapore
Linnet	gun-vessel, 2nd class	755	2	870	Com. Wm. W. Smyth	Singapore
Orlando	armoured cruiser, 1st class	5600	12	8500	Captain J. H. T. Burke	Manila
Peacock	gunboat, 1st class	755	6	1200	Lieut.-Com. S. G. Douglas	Shanghai
Phœnix	gunboat	1015	6	1400	Commander J. Jackson	Hongkong
Pigmy	gunboat, 1st class	755	6	1200	Lieu.-Com. J. F. Green	Hongkong
Plover	gunboat, 1st class	755	6	1200	Lt.-Com. C. V. de M. Cowper	Hongkong
Redpole	gunboat	805	6	720	Lt.-Com. C. F. Cabett	Swatow
Sandpiper	river gunboat	85	2	240	Lieut.-Comdr. H. C. Carr	West River
Snipe	river gunboat	85	2	240	Lieut.-Comdr. Oldham	Yangtse River
Swift	gun-vessel, 2nd class	755	2	870	———	Hongkong
Tamar	receiving ship	4650	6	—	Commdr. the Prince Powell	Hongkong
Tweed	g-bt. 3rd class coast defence	733	2	200	———	Hongkong
Undaunted	armoured cruiser, 1st class	5300	12	8500	Capt. A. C. Clarke	Shanghai
Victorious	battleship, 1st class	14,900	16	12,000	Capt. A. Schomberg	Singapore
Waterwitch	Surveying ship	620	—	450	Comdr. W. P. Dawson	Hongkong
Whiting	torpedo boat destroyer	360	6	5900	Lieut.-Com. E. Kelly	Hongkong
Wivern	coast defence ship, armoured	2750	4	1000	———	Hongkong
Woodcock	river gunboat	150	2	550	Lieut.-Com. H. D. S. Watson	Shanghai
Woodlark	river gunboat	150	2	550	Lieut.-Com. H. E. Hidman	Shanghai

Foreign Men-of-war on the China and Japan Station

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported at
Zenta	Austrian cruiser	2500	—	—	Captain Montolmann	Shanghai
Valkyrien	Danish cruiser	3000	—	—	Prince Valdemar	Singapore
Aspic	French gunboat	475	3	450	Commander Journe	Saigon
D'Entrecasteaux	French flagship	8100	—	—	Captain de Marolles	Nagasaki
Descartes	French cruiser	4000	14	8500	Capt. Philibert	Kwongchauwan
Eclaireur	French cruiser	1658	6	2050	Capt. Texier	Taku
Jean Bart	French cruiser	4500	—	—	Capt. Aubin	Nagasaki
Kersaint	French gunboat	1259	6	2200	Capt. de la Motte du Portail	Saigon
Léon	French gunboat	470	—	—	Capt. Amet	Kwongchauwan
Pascal	French cruiser	3945	14	8590	Captain Molet	Shanghai
Surprise	French gunboat	620	2	900	Captain Mornet	Hongkong
Vauban	French cruiser	—	—	—	Captain Blondel	Kwongchauwan
Gefion	German cruiser	4100	10	9000	Captain Rollmann	Manila
Hertha	German cruiser	6030	—	—	Capt. Usedom	Nagasaki
Iltis	German gunboat	1000	10	—	Commander W. Lans	Kobe
Irene	German cruiser	4200	8	2930	Capt. Stein	Nagasaki
Kaiserin Augusta	German cruiser	6331	25	11,000	Captain Gülich	Shanghai
Seeadler	German 3rd class cruiser	1640	15	2800	Captain Schack	en route
Elba	Italian cruiser	2732	12	6500	———	Shanghai
Admiral Kornilof	Russian cruiser	5500	15	9000	Captain Yakolieff	Nagasaki
Aleout	Russian gunboat	810	2	730	Captain Pavenog	Vladivostock
Bobre	Russian sloop	950	2	1150	Captain Bosman	Nagasaki
Dimitry Donskoy	Russian cruiser	3600	15	7000	Capt. Sharon	Port Arthur
Gaidamak	Russian gunboat	500	9	3500	Capt. Serebrennikff	———
Gromiastchy	Russian gunboat	1400	3	2000	Capt. Miklashevsky	Nagasaki
Koreetz	Russian sloop	1200	9	2150	Captain Silliman	Nagasaki
Mandsjur	Russian sloop	1200	3	1400	Commander Kachaloff	Chemulpo
Navarin	Russian 2nd class battleship	10,000	4	—	Captain Fenicho	Nagasaki
Otvajny	Russian gunboat	1400	2	2000	Captain Copranoff	Nagasaki
Petropavlovsk	Russian battleship	12,000	—	—	Captain Grevais	Port Arthur
Rossia	Russian cruiser	12,200	28	—	Captain Dobrojrod	Fooohow
Rozboynik	Russian cruiser	1330	—	—	Capt. Komaroff	Port Arthur
Rurik	Russian flagship	10,923	26	13,250	Comdr. Haupt	Port Arthur
Silatch	Russian gunboat	950	2	1125	Captain Berranoff	Nagasaki
Sissoi Veliky	Russian 2nd class battleship	10,000	14	8500	Captain Mollas	Nagasaki
Sivoutch	Russian gunboat	950	2	1120	Captain Soubatin	Nagasaki
Vladimir Monomach	Russian armoured cruiser	6000	16	7000	Captain Prince Ouchtomsky	Port Arthur
Vsadnik	Russian gunboat	500	11	3500	Capt. Roguliz	Port Arthur
Zabijaka	Russian cruiser	1250	6	1191	Commander Shkruff	Port Arthur
Baltimore	U. S. cruiser	4413	19	10,084	Captain J. M. Forsythe	Manila
Bennington	U. S. gunboat	1710	6	3436	Commander E. D. Taussig	Manila
Brooklyn	U. S. flagship	—	—	—	Admiral Watson	Manila
Celtic	U. S. gunboat	137	1	255	Lieut. Benjamin Tappan	Manila
Castine	U. S. gunboat	1177	8	2199	Commander S. W. Very	Nagasaki
Charleston	U. S. cruiser	3730	8	6666	Captain E. W. Pigman	Ashore
Concord	U. S. gunboat	1700	6	3105	Lieut.-Com. J. B. Briggs	Manila
Helena	U. S. gunboat	1397	8	1983	Captain E. K. Moore	Manila
Manila	U. S. gunboat	1057	2	750	Lieut.-Com. A. P. Nazro	Manila
Monadnock	U. S. gunboat	3300	6	3000	Commander J. McGowan	Manila
Monocacy	U. S. monitor	1370	6	850	Comdr. G. A. Bicknell	Shanghai
Monterey	U. S. gunboat	4084	4	5244	Comdr. G. W. Pegram	Hongkong
Newark	U. S. monitor	4083	—	—	Capt. Bowman McCalla	Manila
Oregon	U. S. cruiser	10,288	10	11,111	Captain G. F. F. Wilde	Manila
Petrel	U. S. battleship	892	4	1095	Commander C. C. Cornwell	Manila
Princeton	U. S. gunboat	1000	6	800	Commander Harry Knox	Manila
Wheeling	U. S. gunboat	1000	6	1081	Commander W. T. Burwell	Shanghai
Yorktown	U. S. gunboat	1000	6	1804	Commander C. S. Sperry	Iloilo
Yosemite	U. S. cruiser	6172	10	380	Captain G. E. Lile	Guam

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